

BOARD OF INSPECTION AND SURVEY

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DK EQUIPMENT CHECKLIST

Mar 2004 edition



ABANDON SHIP EQUIPMENT CHECKLIST

GSO 583

NSTM 583

AEL 2-820064001

NSWC ABANDON SHIP BOAT LOCKER, LTR SER # 231/11, dated 30JAN03

NAVSEA DWG 53711-671-5107293 (SURVIVAL EQUIPMENT LOCKER)

PMS MIP 5832 SERIES

- ABANDON SHIP GEAR LOCKERS WERE NOT PROVIDED AT BOATS DESIGNATED FOR ABANDON SHIP
- A PLATE STATING "ABANDON SHIP EQUIPMENT, LOAD INTO BOAT UPON ABANDON SHIP SIGNAL" WAS NOT POSTED ON THE ABANDON SHIP GEAR LOCKER.
- OARS WERE DAMAGED/MISSING (9W 4220-00-268-9261) QTY-4 PER BOAT OUTFIT
- BAG, ABANDON SHIP SURVIVAL WAS MISSING (DRY TEK ASSB-1/BLUE) QTY-1 PER BOAT OUTFIT
- BAILER, 2QT CAPACITY WAS MISSING (COMMERCIAL) QTY-1 PER BOAT OUTFIT

NOTE: THE ABANDON SHIP SURVIVAL BAG EQUIPMENT SHALL BE INSPECTED AND UP-DATED ON A 24-MONTH PERIODICITY IN ACCORDANCE WITH APPROPRIATE MIP (5832 SERIES). THE BAG SHALL BE SEALED AND STENCILED WITH SHIP HULL NUMBER, DATE PACKED AND PACKING FACILITY.

ACCOMMODATION LADDERS

GSO 611

SHIP'S PRINT

MIP 6232 series

- HANDRAILS/STANCHIONS/SOCKETS WERE MISSING/BENT/CRACKED
- WAS/WERE NOT RIGGED IAW SHIP'S DRAWING
- HANDRAIL SAFETY CHAINS WAS/WERE MISSING
- LADDER/BRIDLE WEIGHT TEST LABEL PLATES WAS MISSING
- LADDER TREADS WERE WORN/MISSING/DAMAGED
- TOE GUARD/SAFETY STEP WAS MISSING OR DAMAGED Dwg 804-2255402
- UPPER PLATFORM SWIVEL WAS SEIZED
- WAS OUT OF WEIGHT TEST PERIODICITY
- H-FRAME WAS DAMAGED/MISSING CLEATS/CORRODED
- JACK RODS WAS/WERE MISSING/DAMAGED **GSO 611E**
- WISHBONE/TRACKWAY WAS DAMAGED/CORRODED
- BRIDLE ASSEMBLY WAS MISSING/INCOMPLETE
- H-FRAME ADJUSTMENT SHOES WAS/WERE MISSING/DAMAGED/NOT ADJUSTED
- TOGGLE PINS WAS/WERE MISSING/UNDERSIZED
- OUTRIGGER WAS BENT/MISSING/NO LUBRICATION POINT/SEIZED/CORRODED
- SEA PAINTER/DEAD MAN WAS MISSING/UNABLE TO RIG
- STRINGERS WAS/WERE DAMAGED/CORRODED
- FWD/AFT LOWER PLATFORM TURNBUCKLES WAS/WERE MISSING/MISSING LOCK NUTS/BENT
- TURNBUCKLE SECURING PADEYES WAS/WERE MISSING/BENT
- WAS/WERE VARIETY OF TYPES AND MATERIALS OF PINS/BOLTS
- BIMETALLIC CORROSION WAS EVIDENT
- ACCOM LADDER WINCH HOISTING WIRE WAS CORRODED/DAMAGED/REQUIRED LUBRICATION/MISSING
- ACCOM LADDER WINCH WAS CORRODED/INOP/MISSING

- ACCOM LADDER WINCH WIRE ROPE REQUIRED CLEANING/MISSING/DAMAGED
- ACCOM LADDER STOWAGE BRACKETS WERE BENT/CORRODED
- ACCOM LADDER ROLLER WAS SEIZED/MISSING

ANCHORS

NSTM 581

GSO 581

MIP 5811 series

- ANCHORS REQUIRED PRESERVATION AND PAINTING
- ANCHORS WOULD NOT SELF STOW

ANCHOR CHAIN

NSTM 581

MIP H-102 series

- PAINTED __ FATHOM MARKINGS WAS/WERE MISSING/FADED
- CHAIN REQUIRED PRESERVATION AND PAINTING
- WIRE MARKINGS WAS/WERE MISSING
- DETACHABLE LINKS DID NOT RIDE ON THE WILDCAT WITH THE LEAD PLUG OUT.
- DETACHABLE LINK COUPLING PLATES HAD EXCESSIVE MOVEMENT ALONG THE AXIS OR 90 DEGREES TO THE AXIS WHEN ASSEMBLED:
 - 1/32-INCH FOR SIZES ¾ THROUGH 1-7/8 INCHES
 - 1/16-INCH FOR SIZES 2 THROUGH 3-1/4 INCHES
 - 3/32-INCH FOR SIZES 3-3/8 THROUGH 4-3/4 INCHES
- SWIVEL NOT LOCATED INBOARD OF HOUSING STOPPER
- HAIRPIN TYPE DETACHABLE LINKS WERE NOT INSTALLED IN THE OUTBOARD SWIVEL SHOT
- HAIRPIN TYPE DETACHABLE LINKS WERE MISSING HAIRPINS
- DETACHABLE LINKS WERE NOT INSTALLED BETWEEN SHOTS
- SWIVEL WAS FROZEN/STIFF
- SWIVEL PHOSPHOROUS BRONZE WASHER WAS MISSING/DAMAGED

GROUND TACKLE

NSTM 581

GSO 611F

- HAWSE/CHAIN PIPE WAS GROOVED/CORRODED
- HAWSE/CHAIN PIPE COVER WAS MISSING/REQUIRED PRESERVATION AND PAINTING
- HAWSE/CHAIN PIPE GRATE WAS MISSING FASTENERS
- CRES CHAFING PLATE WAS NOT INSTALLED/CORRODED UNDER THE CHAIN FOR ANCHORING OR BEING TOWED
- STOPPER SHACKLES WERE NOT SEIZED
- STOPPER ASSEMBLIES WERE SEIZED
- STOPPER ASSEMBLIES REQUIRED LUBRICATION MAINTENANCE
- ANCHOR BUOYS WERE MISSING
- DIP ROPE WAS MISSING/INCORRECT SIZE NAVSEA DWG 803-6397319
- CLEAR HAWSE PENDANT WAS MISSING/INCORRECT SIZE NAVSEA DWG 52603-668185
- MOORING SWIVEL WAS MISSING NAVSHIPS DWG 803-5959226
- MOORING SHACKLE WAS MISSING NAVSEA DWG 52605-921734
- CABLE JACK SECURING BRACKETS WERE MISSING/CORRODED/SEIZED
- CABLE JACK WAS MISSING (REQUIRED FOR CHAINS 2-3/4" AND LARGER)

ANCHOR CHAIN COMPRESSOR

TECH MANUAL

NSTM 581

- CHAIN COMPRESSORS WERE SEIZED/REQUIRED PRESERVATION AND PAINTING

- SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED.
- CHAIN COMPRESSOR FAILED TO STOP THE CHAIN DURING TESTING
- CHAIN COMPRESSOR WOULD NOT RESET
- CHAIN COMPRESSOR WAS INOP
- CHAIN COMPRESSOR SYSTEM PRESSURE GAGES WERE INOP/DAMAGED/MISSING

CHAIN LOCKER

NSTM 581
GSO 602J

- CHAIN LOCKER REQUIRED PRESERVATION AND PAINTING
- BITTER-END SHACKLE WAS A SCREW PIN SHACKLE INSTEAD OF SAFETY ANCHOR SHACKLE.
- CHAIN LOCKER REQUIRED CLEANING AND REMOVAL OF INDUSTRIAL DEBRIS
- GAS FREE "REQUIRED" PLACARD WAS NOT PERMANENTLY LABELED.

DE-SHACKLING KIT

NSTM 581
NAVSHIPS DWG 804-840327

- TOOL BOX WAS MISSING/INCOMPLETE
- HAMMER WAS MISSING
- SPARE TAPER PINS WERE MISSING
- SPARE HAIRPINS WERE MISSING
- ASSEMBLY/DISASSEMBLY PUNCH WAS MISSING
- LEAD PLUGS WERE MISSING/INCORRECT SIZE
- AEL WAS MISSING

ANCHOR WINDLASS

NSTM 581
GSO 581
MIP H-102 series

- CHAIN STRIPPER SECURING FASTENERS WERE LOOSE/MISSING
- CONTROLLER HOIST/LOWER SPEED POSITION INDICATOR WAS MISSING/PAINTED
- ___ OF ___ FASTENERS WERE MISSING FROM THE CAPSTAN COVER PLATE
- ELECTRICAL POWER SWITCH (ON/OFF) WAS INOP
- PROTECTIVE HERCULITE COVER FOR WINDLASS CONTROLLER/BRAKE HANDLE WAS MISSING
- MECHANICAL BRAKE ON/OFF DIRECTION WAS NOT INDICATED
- LUBRICATION CHART WAS NOT POSTED
- OPERATING/SAFETY INSTRUCTIONS WERE NOT POSTED
- CONTROL LEVER/SWITCH DID NOT RETURN TO NEUTRAL WHEN RELEASED
- LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED

BAXTER BOLTS/DECK FITTINGS

GSO 571/611
NSTM 571
MIP 6111 series
NWP 4.01

- BAXTER BOLT THREADS WERE BURRED
- BAXTER BOLT DECK SOCKET THREADS WERE BURRED
- BAXTER BOLT WAS MISSING
- BAXTER BOLT WAS COVERED WITH NONSKID
- BAXTER BOLT DID NOT FIT FLUSH WITH DECK
- BAXTER BOLT REQUIRED LUBRICATION MAINTENANCE
- BAXTER BOLT DECK SOCKET REQUIRED CLEANING AND REMOVAL OF WATER/DEBRIS

- UNREP BAXTER BOLTS WERE NOT PAINTED WHITE

BLUE PRINTS/WEIGHT TEST DOCUMENTATION

THE FOLLOWING PRINTS WERE NOT ONBOARD/INCOMPLETE:

- BOAT BOOM
- UNREP STATIONS
- ACCOMMODATION LADDER
- MOORING AND TOWING GEAR
- CARGO BOOMS
- BROWS
- STERN GATE/EMERGENCY RIGGING
- ANCHOR HANDLING SYSTEMS
- BOAT HANDLING SYSTEMS
- WEIGHT TEST MEMOS/WIRE ROPE LOGS

BOATS

GSO 583

COMDTINST M16672.2C

NSTM 583

MIP 5833 series

- BOAT HULL WAS DAMAGED/CRACKED
- HOISTING SLINGS WERE OUT OF WEIGHT TEST PERIODICITY
- HOISTING SLINGS WERE MISSING WEIGHT TEST TAGS/LABELS
- HOISTING SLINGS WERE MISSING WEIGHT TEST DOCUMENTATION
- NAVIGATION LIGHTS WERE INOP
- NAVIGATION LIGHT WAS NOT KEYED TO SOCKET
- HAND BILGE PUMP WAS INOP/MISSING
- INSTALLED MECHANICAL/ELECTRICAL BILGE PUMP WAS DISCONNECTED/INOP
- INSTALLED MECHANICAL BILGE PUMP BELT WAS LOOSE/MISSING
- BILGE PLUGS WERE DAMAGED/MISSING
- LIFTING PADS AND RINGS WERE HEAVILY RUSTED
- BOAT BELL WAS NOT INSTALLED
- HORN WAS INOP
- BOAT COMPASS WAS NOT MOUNTED
- BOAT COMPASS WAS NOT ILLUMINATED
- DEVIATION TABLE WAS MISSING
- 18" /24" LIFE RING WAS MISSING
- LIFE PRESERVERS WERE MISSING/NOT MAINTAINED IAW PMS
- BOAT LABEL PLATE WAS MISSING/NOT LEGIBLE
- BOAT ALT PLATE WAS NOT POSTED/STAMPED
- MAXIMUM RPM LABEL PLATE WAS NOT POSTED
- "NO SMOKING" SIGN WAS NOT POSTED
- SMALL BOAT RECALL SIGNALS WERE NOT POSTED
- SMALL BOAT FUELING INSTRUCTIONS WERE NOT POSTED
- DECK PLATES WERE MISSING/UNSECURED/RUSTED
- PORTABLE FIRE EXTINGUISHER WAS NOT MOUNTED
- PORTABLE FIRE EXTINGUISHER WAS NOT INSPECTED IAW PMS
- ANCHOR WAS MISSING
- ANCHOR LINE WAS MISSING
- BOAT HOOK WAS MISSING
- BOAT ENSIGN WAS MISSING
- EMERGENCY TILLER WAS MISSING
- CABIN INTERIOR LIGHTS WERE INOP

- STEERING GEAR ASSEMBLY WAS SEVERELY CORRODED/DAMAGED/INOP
- RUDDER STOPS WERE DAMAGED/BENT/MISSING
- RUDDER DID NOT FULLY CYCLE TO THE RUDDER STOPS
- ENGINE COLD WEATHER START ASSIST DEVICE WAS NOT INSTALLED
- BATTERY COMPARTMENT WAS NOT SEALED FROM THE ELEMENTS
- BATTERY QUICK DISCONNECT SWITCH WAS INOP/NOT INSTALLED
- BATTERY ACID LEVEL WAS LOW
- BATTERY CABLES WERE CHAFED/NOT SECURED
- STARTER CABLES WERE CHAFED/NOT SECURED
- STARTER ELECTRICAL TERMINALS WERE NOT INSULATED
- ENGINE START NEUTRAL SAFETY SWITCH WAS INOP/DISCONNECTED/BY-PASSED
- ALTERNATOR WIRES WERE CHAFED/NOT SECURED
- ALTERNATOR ELECTRICAL TERMINAL WERE NOT INSULATED
- ALTERNATOR BELT WAS LOOSE/MISSING
- ALTERNATOR BELT GUARD WAS MISSING
- ELECTRICAL WIRES WERE IN THE BILGE
- ACCESS/INSPECTION PLATES WERE MISSING/NOT SECURED/SEVERELY CORRODED
- CLEATS WERE MISSING FASTENERS/DAMAGED
- SAMSON POST NORMAN PINS WERE BROKEN
- ENGINE COVER WAS MISSING/DAMAGED
- ENGINE COVER LATCHES WERE DAMAGED/MISSING
- LAZARETTE DECK WAS OILY/CONTAINED WATER
- BOW/STERN TAFT RAILING WAS DAMAGED/MISSING FASTENERS
- BOAT AWNING ASSEMBLY WAS MISSING/INCOMPLETE
- BOAT BEADING WAS DAMAGED/MISSING SECTIONS
- ENGINE LUBE OIL LEVEL WAS LOW/HIGH
- ENGINE JACKET WATER LEVEL WAS LOW/HIGH
- FUEL HOSES WERE LEAKING/CHAFED/NOT TAGGED
- LUBE OIL HOSES WERE LEAKING/CHAFED/NOT TAGGED
- JACKET WATER HOSES WERE LEAKING/CHAFED
- RAW WATER HOSES WERE LEAKING/CHAFED
- CRANKCASE BREATHER TUBE WAS MISSING/NOT SECURED
- ENGINE MOUNTING BOLTS WERE LOOSE/DAMAGED/MISSING
- ENGINE CHOCKS WERE CRACKED/SEVERELY DETERIORATED
- ENGINE VIBRATION ISOLATORS WERE CRACKED/SEVERELY DETERIORATED
- ENGINE REMOTE FUEL SHUT-OFF DEVICE WAS DAMAGED/INOP/NOT INSTALLED
- ENGINE BLOWER SHUTDOWN DEVICE WAS DAMAGED/INOP/NOT INSTALLED
- INSTALLED SAFETY ALARMS WERE INOP (NO OIL, LOW OIL, HIGH WATER TEMP)
- EXHAUST PIPING WAS NOT INSULATED
- PROPELLER WAS LOOSE/DAMAGED
- WINDSHIELD ASSEMBLY WAS DAMAGED/MISSING
- WINDSHIELD WIPER BLADES WERE DAMAGED//INOP/MISSING
- ENGINE AIR FILTERS WERE MISSING
- INSTRUMENT LIGHTS WERE INOP
- DECK NON-SKID PROFILE WAS INEFFECTIVE
- FWD BILGE CONTAINED OIL/FUEL/DEBRIS
- AFT BILGE CONTAINED OIL/FUEL/DEBRIS
- BILGE IN ENGINE COMPARTMENT CONTAINED OIL/FUEL/DEBRIS
- INFLATABLE COLLAR/PONTOON WAS TORN/HOLED/UNDER INFLATED (RHIB)
- COXSWAIN FLAT BACK REST WAS MISSING/NOT KEYED (RHIB)
- MANUAL INFLATOR PUMP WAS MISSING/INOP (RHIB)
- SEAT CUSHIONS WERE DAMAGED/MISSING (RHIB)

- SEAT CUSHION FASTENERS WERE MISSING (RHIB)

BOAT BOOMS

GSO 170

SHIP'S PRINT

MIP 5831/005 series

- LUBRICATION FITTING ON GOOSENECK WERE MISSING/PAINTED/CORRODED
- LIGHT WAS INOP/DAMAGED/MISSING
- LIGHT ELECTRICAL CABLE WAS DETERIORATED
- JACOB LADDERS WERE DAMAGED/MISSING (dwg 804-5959234)
- SECURING BRACKETS WERE CORRODED/DAMAGED
- LIFELINE/HANDROPE WAS NOT IAW SHIP'S DRAWING
- LIFELINE/HANDROPE REEVING STAPLE WAS MISSING
- LIFELINE/HANDROPE STANCHION WAS BENT/MISSING
- NONSKID DECK COVERING WAS MISSING/INEFFECTIVE/PAINTED
- HEEL PAD SPREAD/HOLE WAS ELONGATED
- GUESS WARPS WERE MISSING/WORN/INCORRECT SIZE
- WEIGHT TEST LABEL PLATE WAS MISSING
- BOAT BOOM WAS NOT RIGGED IAW SHIPS DWG
- TOPPING LIFT TACKLE WAS CHAFED/MISSING/INCORRECT
- THERE WAS INSUFFICIENT GEAR FOR ADDITIONAL BOOMS
- VANG GUYS WERE WORN/INCORRECT SIZE/MISSING
- NO ACCESS LADDER WAS PROVIDED

BOAT DAVITS

NSTM 583

GSO 583

- WINCH MANUAL BRAKE LIMIT SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
- WINCH MANUAL HAND CRANK LIMIT SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
- DAVIT ARM TWO-BLOCK LIMIT DEVICE WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
- DAVIT ARM TWO-BLOCK PROXIMITY SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
- FOUNDATION WAS DETERIORATED
- STRUCTURAL MEMBERS WERE CORRODED
- DAVIT HEAD PREVENTERS WERE MISSING/CORRODED
- DAVIT ARMS/STRONG BACK WERE DAMAGED/BENT
- CONTRAST COLOR STRIPES WERE MISSING
- DAVIT ARM LOCKING DEVICE(S) WERE INOP
- SHACKLES WERE NOT SEIZED
- STEADYING LINE CLEATS WERE MISSING/DAMAGED
- LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED
- TRIPPER BILL WAS NOT SECURED WITH CRES PINS
- DAVIT ARMS/FOUNDATIONS HAD CRACKS
- DAVIT WIRE ROPE WAS WORN/DETERIORATED/REQUIRED LUBRICATION
- DAVIT OPERATORS VIEW WAS OBSTRUCTED
- MAN ROPES WERE TOO LONG/SHORT
- BOAT DAVIT FALLS WERE NOT PROPERLY ADJUSTED
- FALLS TENSIONING DEVICE WAS INOP
- FALLS SWIVEL(S) WERE SEIZED
- SHEAVE SUPPORT BRACKETS WERE CORRODED
- THERE WAS UNGUARDED RUNNING WIRE ROPE
- WIRE ROPE GUARDS WERE CORRODED/MISSING FASTENERS
- FAIRLEAD SHEAVES WERE SEIZED/DAMAGED/CORRODED
- POWER PAYOUT/ANTI-SLACK DEVICE WAS INOP

BOAT DAVIT WINCH

NSTM 583

GSO 583

- WEIGHT/LOAD TEST WAS NOT CURRENT (12 MONTH PERIODICITY)
- DAVIT WINCH SHAFT BUSHING REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
- DAVIT WINCH SPOOLING DEVICE WAS INOP/REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
- DAVIT WINCH HAND CRANK SHAFT BUSHINGS REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
- WINCH GEARCASE OIL LEVEL WAS LOW/HIGH
- WINCH GEARCASE OIL WAS EMULSIFIED
- WINCH GEARCASE OIL HAD FREEWATER
- WINCH GEARCASE OIL HAD WATERSTRINGS
- WINCH GEARCASE OIL HAD SEDIMENT
- WINCH GEARCASE OIL HAD METALLIC PARTICLES
- OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED **GSO 583G**
- HANDCRANK WAS DAMAGED/MISSING
- HANDCRANK STOWAGE BRACKET WAS MISSING
- WINCH INSPECTION COVER WAS MISSING ____ OF ____ FASTENERS
- LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED
- MASTER CONTROLLER ON/OFF LABELS WERE MISSING/UNREADABLE
- HOIST/LOWER LABELS WERE MISSING/UNREADABLE
- WINCH FOUNDATION WAS CORRODED
- WINCH CONTROLLER HERCULITE COVER WAS MISSING
- OIL LEAK WAS EVIDENT AT THE SUMP COVER
- WINCH MOTOR SHAFT COUPLING GUARD WAS MISSING
- WINCH REQUIRED PRESERVATION
- WINCH ELECTRIC POWER CABLES WERE DAMAGED/DETERIORATED
- WINCH CONTROLLER PEDESTAL WAS SEVERLY CORRODED
- WINCH MASTER CONTROLLER ENCLOSURE WAS CORRODED/NOT WATER TIGHT.

SLEW ARM DAVIT

NSTM 583

GSO 583

MIP 5831/025

- DAVIT WAS OUT OF WEIGHT TEST PERIODICITY
- WEIGHT TEST LABEL PLATES WERE NOT POSTED
- THERE WERE NOT 2 1/2 TURNS OF WIRE LEFT ON THE DRUM WHEN THE FALL WAS LOWERED TO THE WATERS EDGE
- WIRE ROPE WAS DETERIORATED/REQUIRED CLEANING/LUBRICATION
- HOIST WIRE ROPE POURED SOCKET DID NOT PASS VISUAL INSPECTION
- HOIST WIRE ROPE END FITTING WAS NOT TESTED TO 40 PERCENT OF THE WIRE ROPES BREAKING STRENGTH
- HOIST WIRE QUICK RELEASE HOOK WAS CORRODED/SEIZED
- MANUAL HAND CRANKS MISSING
- MANUAL HAND CRANK SECURING PINS MISSING
- MANUAL HOIST HAND CRANK LOCK CLUTCH WAS INOP
- HOIST MOTOR ELECTRIC BRAKE FAILED
- HOIST DRIVE MOTOR INOP/LEAKING OIL/OIL LEVEL LOW
- SLEW DRIVE MOTOR INOP/LEAKING OIL/OIL LEVEL LOW
- SLEW CUTOUTS WERE INOP/NOT PROPERLY ADJUSTED

- SHOCK ABSORBER LINKAGES NOT LUBRICATED/INOP
- FALL TENSIONING DEVICE ARM PIVOT PINS WERE BINDING
- THERE WERE BROKEN WIRES IN THE BOAT HOIST HOOK RELEASE LANYARD
- HOIST WIRE SWIVEL SEIZED
- SHEAVE WEIGHT BOLTS WERE LOOSE/MISSING
- WIRE ROPE SHEAVES WERE SEIZED/CORRODED/GROOVED
- LUBRICATION CHART NOT POSTED
- OPERATING/SAFETY PRECAUTIONS NOT POSTED
- HOIST/LOWER INDICATOR LABEL PLATES MISSING
- MASTER CONTROLLER ON/OFF LABEL PLATES MISSING
- CONTROL UNIT NOT WATERTIGHT.
- CONTROL UNIT LIGHTING INOP
- CONTROL STATION OPERATOR'S VIEW WAS OBSTRUCTED
- JOG UP/DOWN CONTROLS INOP/DID NOT OPERATE PROPERLY
- HOIST/LOWER CONTROLLER INOP
- CONTROLLERS DID NOT RETURN TO NEUTRAL POSITION WHEN RELEASED
- SLEW OUTBOARD/INBOARD LIMIT LINES MISSING ON THE DAVIT ARM AND FOUNDATION (RED STRIPE 2" WIDE 8" FROM A TWO BLOCK POSITION/LIMIT SWITCH)
- SLEW LIMIT LINES WERE MISSING/FADED ON DAVIT PEDESTAL
- WIRE ROPE GUARD MISSING/DAMAGED/CORRODED
- WIRE ROPE GUARD FASTENERS MISSING/DETERIORATED
- ANTI- TWO BLOCKING WARNING MARKING (PAINTED/CANVAS SLEEVE) MISSING/FADED
- QUICK RELEASE HOOK ENGAGE/DISENGAGE PAINTED MARKING MISSING/FADED

BOAT RESCUE EQUIPMENT

NWP 3-50.1

OPNAVINST 3120.32

MIP 5832/003 SERIES

- ____ OF ____ WAS DAMAGED/INOP/MISSING
- ____ WAS MISSING WEIGHT TEST DOCUMENTATION
- ____ WAS DAMAGED/INOP/MISSING

DESCRIPTION

	QTY	
• BOAT HOOK, 6' (2040-00-268-9251)	1	
• 24" LIFERING (MWB) (4220-00-275-3156)	1	1
• 18" LIFERING (RIB) (4220-00-275-3155)	1	
• BATTLE LANTERNS (6230-00-783-6519)	2	
• 4LB GRAPNEL HOOK (2040-00-287-9644)	2	
• SEMAPHORE FLAG SETS (8345-00-178-8495)	1	
• HAND HELD SIGNAL LIGHT (6230-00-643-3661)	1	
• MEDICAL KIT, LVL A (6545-01-180-3552)	1	
• MEDICAL KIT BAG AND PANEL (6545-01-157-9112)	1	
• ADHESIVE TAPE, SURGICAL (6510-00-203-5000)	1RL	
• AMMONIA INHALANT SOLUTION (6505-00-106-0875)	1PKG	
• BANDAGE, ADHESIVE (6510-00-913-7909)	2PKG	
• BANDAGE, GAUZE, 4 1/2" X 5YDS (6510-00-582-7992)	3	
• BANDAGE, COTTON, 4" (6510-00-935-5822)	3	
• BANDAGE, MUSLIN, COMPRESSED (6510-00-201-1755)	4	
• BLANKET, CASUALTY (7210-00-935-6665)	1	
• COMPRESS AND SKULL CAP (6510-00-201-7680)	2	
• DRESSING, FIRST AID, FIELD (6510-00-083-5573)	4	
• DRESSING, FIRST AID, 11 3/4" SQ (6510-00-201-7425)	1	
• FIRST AID KIT, EYE DRESSING (6545-00-853-6309)	1	

• MINI MAGLIGHT (6230-01-353-4468)	1
• GAUZE, PETROLATUM (6510-00-202-0800)	5
• MASK, ORONASAL, POCKET (6515-01-215-4177)	1
• PIN, SAFETY (8315-00-787-8000)	1PKG
• SPLINT, UNIVERSAL (6515-01-217-1236)	2
• SCISSORS, BANDAGE (6515-00-935-7138)	1
• 0.9% SODIUM CHLORIDE INJECTION, USP (6505-01-330-6269)	2
• SHEET, BURN-TRAUMA DRESSING (6510-01-194-0252)	1
• SUPPORT, CERVICAL, NO-NECK (6515-01-316-1945)	1
• SUPPORT, CERVICAL, SHORT (6515-01-305-2457)	1
• SUPPORT, CERVICAL, REGULAR (6515-01-150-7842)	1
• TOURNIQUET, NON-PNEUMATIC (6515-00-383-0565)	1
• PROTECTION KIT, BIOLOGICAL, HAZARD, DISP (6515-01-388-1351)	1
• SAR MEDEVAC LITTER (6530-01-187-0104)	1
• SWIMMERS TENDING LINE, 300YDS (4020-00-968-1350)	1
• STAINLESS STEEL SNAP HOOK, 2 3/8" (LIFESAVING SYSTEM CORP)	1
• RADIO SET, PORTABLE (5820-00-930-3725)	1
• FLASHLIGHTS (6230-00-299-3035)	2
• V-BLADE RESCUE KNIFE (5110-00-524-6924)	1
• HATCHET (5110-00-720-0711)	1
• HEAVING LINES, 100' W//ORANGE BALLS (ORIGINAL SAFETY LINE PLUS)	2

BOAT STOWAGE

NSTM 583

GSO 583

MIP H-218/003

- LADDER OR PLATFORM WAS NOT INSTALLED TO PROVIDE ACCESS TO THE BOAT
- KEEL REST HYDRAULIC JACKS WERE DAMAGED/LEAKED OIL/WERE INOP
- BOAT CHOCKS WERE NOT A MINIMUM OF 4" WOOD COVERED WITH 1/4" SYNTHETIC RUBBER.
- BOATS WERE STOWED WITH THE BOW POINTED AFT VICE FORWARD.
- WHEN SECURED IN THE STOWED POSITION, DAVIT/BOAT (S) PROJECTED OUTBOARD OF THE SHIP'S SHELL.
- CHOCKS, CRADLES, KEEL RESTS, STRONG BACKS, GRIPES, GUNWALE GUARDS, AND NECESSARY FITTINGS WERE NOT PROVIDED AS REQUIRED.
- CHOCKS, CRADLES, KEEL RESTS, AND ATTACHMENTS WERE DESIGNED TO PREVENT THE RETENTION OF WATER.
- BOAT CHOCKS WERE NOT MOUNTED FROM FIXED SUPPORTS OR FRAMES.
- CHOCKS DID NOT CONSIST OF METAL SHOES TO WHICH WOODEN INSERTS WERE ATTACHED.
- CHOCKS WERE NOT CONTOURED TO SUIT THE AREA OF THE HULL THEY BORE AGAINST AND WERE NOT OF SUFFICIENT SIZE TO AVOID LOCALIZED PRESSURE ON THE BOAT HULL (I.E. 6 INCHES MINIMUM WIDTH FOR WOODEN HULL, 10 INCHES MINIMUM WIDTH FOR METALLIC OR PLASTIC HULLS).
- WOODEN INSERTS WERE NOT A MINIMUM THICKNESS OF 4 INCHES TO PERMIT RE-FACING OR REPLACEMENT IN THE EVENT OF BOAT SUBSTITUTION.
- CHOCKS WERE NOT LOCATED OPPOSITE FRAMES, BULKHEADS, OR AREAS IN THE BOAT WHERE WEIGHTS WERE CONCENTRATED.
- THE FACE OF THE CHOCKS WAS NOT COVERED WITH SYNTHETIC RUBBER (MIL-R-900) HAVING A MINIMUM THICKNESS OF 1/4 INCH.
- KEEL RESTS AND BOAT CHOCKS DID NOT HAVE 90 PERCENT MINIMUM CONTACT WITH BOAT IN STOWED POSITION.
- BOATS WERE NOT SECURED IN THEIR STOWED POSITION UTILIZING GRIPES OR STRONGBACKS WITH GRIPE RODS.

- TAKE-UP DEVICES ON BOAT GRIPES WERE NOT MARKED TO IDENTIFY WHEN THE GRIPE IS PROPERLY ADJUSTED FOR A SNUG AND TIGHT FIT. THIS MARK IS TO SERVE AS A GUIDE TO PREVENT OVER TIGHTENING THAT MIGHT CAUSE PERMANENT DEFORMATION TO THE GRIPE OR BOAT HULL.
- TAKE-UP DEVICES WERE NOT PROVIDED WITH A LOCKING FEATURE TO MAINTAIN SET ADJUSTMENT.
- BOAT GRIPE RELEASES WERE NOT THE QUICK RELEASE TYPE/NOT READILY ACCESSIBLE

BROWS

GSO 622

MIP 6231 SERIES

- HANDRAILS WERE DAMAGED/MISSING
- THERE WERE NO PERMANENT STOWAGE BRACKETS
- PERMANENT STOWAGE BRACKETS WERE DAMAGED
- PERMANENT STOWAGE SECURING STRAPS WERE DAMAGED/MISSING
- STRINGERS WERE DAMAGED
- HANDRAIL TOGGLE PINS WERE MISSING
- ROLLER GUARD WAS MISSING
- WHEELS/ROLLER WERE DETERIORATED/SEIZED
- DECK GRATING WAS WORN/DAMAGED/PAINTED

CAPSTAN/GYPSY HEAD WINCHES

NSTM 581

GSO/302/581/613

- OPERATOR'S CONTROL HANDLE DIRECTIONAL INDICATORS WERE MISSING
- OIL SUMP/PIPING HAD LEAKS
- OPERATOR CONTROL HANDLE DID NOT RETURN TO NEUTRAL WHEN RELEASED
- FOUNDATION REQUIRED PRESERVATION AND PAINTING
- EMERGENCY RUN MODE WAS INOP
- SAFE WORKING LOAD LABEL PLATE WAS MISSING/UNREADABLE
- CAPSTAN/GYPSY HEAD SURFACE WAS CORRODED/PITTED/PAINTED
- SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED
- ELECTRIC BRAKE DID NOT ENGAGE WHEN POWER WAS SECURED
- ELECTRICAL POWER CUT-OFF SWITCH WAS INOP
- PROTECTIVE HERCULITE COVER WAS MISSING/DAMAGED
- GEAR OIL WAS EMULSIFIED/CONTAINED WATER/PARTICULATE MATTER

CARGO BOOMS

NSTM 573

GSO 573

- WIRE ROPES WERE DAMAGED/REQUIRED LUBRICATION MAINTENANCE
- GOOSENECK WAS SEIZED/CORRODED/PIN BENT
- GROUND STRAPS WERE DAMAGED/MISSING
- FAIRLEAD BLOCKS WERE MISSING/SEIZED/CORRODED
- WIRE PENDANTS WERE CORRODED/DAMAGED/MISSING/REQUIRED LUBRICATION
- WINCH BRAKES WERE INOP
- TOPPING WINCH PAWL WAS INOP/CORRODED/SEIZED
- WINCH HAD HYDRAULIC FLUID/LUBE OIL LEAKS
- WINCH GEAR OIL WAS EMULSIFIED/CONTAINED WATER/PARTICULATE MATTER
- SLACK WIRE FAIRLEAD BLOCK WAS MISSING (BOOM OVER 50 FT LONG)

- CARGO HOOK SAFETY LATCH WAS NOT INSTALLED/DAMAGED
- TEST DATA LABEL PLATES WERE MISSING/UNREADABLE
- BOOM ANGLE/WEIGHT LIMITATION PLATE WERE NOT POSTED
- OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED
- LUBRICATION CHART WAS NOT POSTED
- INSULATOR LINK WAS NOT INSTALLED/PAINTED/DAMAGED
- PAD EYES WERE DAMAGED
- WEIGHT TEST DOCUMENTATION WAS MISSING
- _____ LIMIT SWITCH WAS INOP/MISSING/OUT OF ADJUSTMENT
- SHACKLE PINS WERE NOT SEIZED/COTTER PINS NOT INSTALLED
- LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED
- BOOM STOWAGE BRACKETS WERE DAMAGED/CORRODED

CARGO HATCHES

NSTM 624

GSO 624

- HYDRAULIC DOGS WOULD NOT RETRACT/EXTEND
- HATCH SEAL WAS DAMAGED
- GASKETS WERE DAMAGED/MISSING
- _____ LIMIT SWITCH WAS INOP/MISSING/OUT OF ADJUSTMENT
- LIFELINE/STANCHIONS WERE DAMAGED/MISSING
- AUDIBLE ALARM WAS INOP
- LUBRICATION CHART WAS NOT POSTED
- OPERATING/SAFETY INSTRUCTIONS WERE NOT POSTED

CRANE

NSTM 589

MIP 5891 series

MIP 5892 series

- _____ INTERLOCK SWITCH WAS INOP/MISSING/OUT OF ADJUSTMENT
- SYSTEM GAGES WERE MISSING/NOT CALIBRATED
- ELECTRIC/HYDRAULIC BRAKES WAS INOP/OUT OF ADJUSTMENT/OIL SOAKED
- OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED
- HOOKS/INSULATOR LINKS WERE DAMAGED/NOT INSTALLED/PAINTED/TRAM POINTS MISSING
- MACHINERY SPACES WERE DIRTY
- BOOM ANGLE INDICATORS WAS INOP/MISSING
- SELF MOUSING LATCH WAS INOP/MISSING
- OPERATORS PLATFORM WAS CORRODED/OIL COVERED
- ACCESS LADDER WAS MISSING/DAMAGED/UNGUARDED
- BOOM STOWAGE CRADLE WAS DAMAGED
- FIRE EXTINGUISHER WAS MISSING
- MAIN HOIST/TOPPING/AUX HOIST WIRE WAS DAMAGED/REQUIRED LUBRICATION
- BOOM STOWAGE SECURING PINS WERE MISSING/DAMAGED
- _____ LIMIT SWITCH WAS INOP/MISSING/OUT OF ADJUSTMENT
- SHEAVES WERE SEIZED/WORN
- _____ HAD HYDRAULIC LEAKS
- ROTATION STOPS WERE NOT INSTALLED
- WEIGHT TEST LABEL PLATE WAS MISSING
- WEIGHT TEST WAS OUT OF PERIODICITY
- NIGHT LIGHTING WAS NOT INSTALLED/INOP
- SHEAVE GUARDS WERE MISSING/LOOSE/MISSING FASTENERS
- TRAIN/TRAVEL AUDIBLE ALARM WAS INOP
- MAIN HOIST/WHIP HOOK SWIVEL WAS SEIZED

- LUBRICATION FITTINGS WERE MISSING/PAINTED/DAMAGED
- LUBRICATION CHART WAS NOT POSTED
- SHIP'S MOTION/WIND LIMITS INSTRUCTIONS WERE NOT POSTED
- CRANE CAB WINDOWS WERE DAMAGED/WIPERS INOP/WIPERS MISSING
- HAND SIGNALS WERE NOT POSTED
- CAPACITY CHART WAS NOT POSTED
- BITTER END OF WIRE ROPE WAS NOT SEIZED
- WIRE WAS NOT REPLACED AT 8 YEAR PERIODICITY

DECK COVERING

NSTM 634

GSO 634

- NON-SKID DECK WAS PEELING (LOCATION)
- NON-SKID SKID WAS PAINTED OVER (LOCATION)
- NON-SKID DECK WAS CRACKED (LOCATION)
- NON-SKID PROFILE WAS INEFFECTIVE (LOCATION)

DECK DRAINS

GSO 528

- DECK DRAIN WAS CLOGGED (LOCATION)
- DECK DRAIN PIPE WAS DAMAGED (LOCATION)
- DECK DRAIN SCREEN WAS MISSING (LOCATION)
- DECK DRAIN SCREEN WAS MISSING FASTENERS (LOCATION)

EXTERIOR LADDERS

GSO 622

MIP 6231 series

- VERTICAL/INCLINED LADDER TREADS WERE WORN/BENT/CORRODED/BROKEN/MISSING
- TOP TREADS OF INCLINE LADDERS WERE NOT 9 INCHES WIDE AND WERE MORE THAN 2 INCHES FROM THE ADJACENT HULL STRUCTURE.
- TOGGLE PINS AT THE TOP/BOTTOM OF INCLINED LADDERS WERE UNDERSIZED/SEIZED/CORRODED/MISSING
- STANCHIONS/HANDRAILS WERE MISSING/DAMAGED
- VERTICAL LADDERS HAD FERROUS FASTENERS
- VERTICAL LADDER FASTENERS WERE LOOSE

FENDER/FENDER STOWAGE

NSTM 611

- ____ OF ____ FENDERS WERE TORN/DETERIORATED
- END PLATE LUG WAS SEVERELY CORRODED/DAMAGED ON ____ OF ____ FENDERS
- ____ OF ____ FENDERS WERE UNSERVICEABLE
- FENDER EXTERIOR COVER WAS DAMAGED ____ OF ____ FENDERS
- STOWAGE WAS INADEQUATE
- SECURING DEVICES WERE DAMAGED OR MISSING
- FENDER STOWAGE BRACKETS WERE DAMAGED/BENT/SEVERELY CORRODED
- FENDER SECURING STOWAGE STRAPS WERE MISSING

FORECASTLE RECOVERY EQUIPMENT

MIP 5832/003 SERIES

NWP 3-50.1

- ____ OF ____ WAS DAMAGED/INOP/MISSING
- ____ WAS MISSING WEIGHT TEST DOCUMENTATION
- ____ WAS DAMAGED/INOP/MISSING

EQUIPMENT	QTY	
• SWIMMER TENDING LINE, 300 YDS (4020-00-968-1350)	2	
• SNAP HOOK, 2 3/8" STAINLESS (LIFESAVING SYSTEM CORP PT#364)	2	
• AUTO-INFLATABLE OR INHERENTLY BUOYANT LIFE JACKET	1	
• SAFETY HARNESS (4240-00-022-2522)	1	
• DYNABRAKE (4240-01-152-1525)	1	
• 4LB GRAPNEL HOOK (2040-00-287-9644)	2	
• 24" LIFERING W/100' OF 3/8" PROPYLENE LINE (4220-00-275-3156)	1	
• V-BLADE RESCUE KNIFE (5110-00-524-6924)	1	
• V-BLADE, REPLACEMENT BLADES (5110-00-098-4326)		1
• FLOODLIGHT, PORTABLE DC (6230-00-643-3661)	2	
• MEGAPHONE (5830-00-985-9033)		1
• BLANKET, WOOL (7210-01-205-2804)	2	
• MEDICAL KIT, LEVEL "A" (6545-01-180-3552)	1	
• J-BAR DAVIT TESTED TO 500 LBS SWL	2	
• HOIST LINE, 3" NYLON 20 FMS	2	
• VANGUY LINE, 2" NYLON	4	
• DOUBLE RESCUE HOOK (4030-00-182-8729)	2	
• DOWEL 1"X 5" HARDWOOD (5510-00-223-0953)	2	
• SHACKLE, SAFETY ANCHOR, 1/2" W COTTER KEYS (4030-00-280-3453)	8	
• SNATCH BLOCK, 8" (3940-00-072-0331)	2	
• SLING, RESCUE STROP (1680-01-347-4946)	2	
• RESCUE LITTER, STOKES (6530-01-315-4784)	1	
• NETTING, LITTER (6530-01-315-4785)	1	
• FLOTATION ASSEMBLY (4220-01-329-6420)	1	
• FLOAT LOG (LIFESAVING SYSTEM CORP PT#130)	2	
• FLOAT LOG COVERS (LIFESAVING SYSTEM CORP PT#110)	2	
• RETAINER STRAPS (LIFESAVING SYSTEM CORP PT#150)		4
• PATIENT RESTRAINT STRAPS (LIFESAVING SYSTEM CORP PT#140)	5	
• CHEST PAD FOAM (LIFESAVING SYSTEM CORP PT#131)	1	
• CHEST PAD COVER (LIFESAVING SYSTEM CORP PT#120)	1	
• LIFT INSERT (LIFESAVING SYSTEM CORP PT#160)	1	
• BALLAST BAR (LIFESAVING SYSTEM CORP PT#170)	1	
• STOWAGE BAG (LIFESAVING SYSTEM CORP PT#180)	1	
• RESCUE LITTER SLING ASSEMBLY (1670-01-226-5300)	1	
• TRAIL LINE ASSEMBLY (4010-01-312-4854)	1	
• TRAIL LINE GLOVES (LIFESAVING SYSTEM CORP PT#225)	1(PR)	
• TRAIL LINE PACK (1680-01-226-5135)	1	
• TRAIL ROPE ASSEMBLY (1680-01-226-5136)	1	
• TRAIL LINE SHOT BAG (1680-01-236-4663)	1	
• TRAIL LINE V-STRAP (1680-01-242-1031)	1	
• HEAVING LINES, 100 FT W ORANGE BALLS	6	
• CHEMICAL LIGHT STRAPS (4220-01-325-3133)	4	

NOTE: RESCUE LITTER SLING ASSEMBLIES WILL BE WEIGHT/PROOF TESTED IAW NAVAIR 13-1-6.5 CH.14 PGPH 14-29 (VERTICAL SLINGS) AND PGPH 14-70 (HOISTING SLING ASSEMBLY).

FUEL OIL SCREENS

MIP 6300 series

- ____ OF ____ VENT SCREENS WERE MISSING (LOCATION)
- FUEL OIL RISER PIPING WAS SEVERELY CORRODED/DAMAGED (LOCATION)
- FUEL OIL RISER PIPING WAS NOT LABELED (LOCATION)
- FLASH ARRESTOR WAS MISSING (LOCATION)

HOGGING IN PADEYES

GSO 631

- ____ HOGGING IN PAD EYES WERE MISSING/DAMAGED (HEIGHT FROM WATER LINE/DISTANCE FROM BOW/STERN LOCATION)

LASHING GEAR

NSTM 584

MIP 5736/001

MIP H-217/015

MIP 6111 series

AEL 2-70014701/2/3/5/6 (DATED 04/01/03)

- ____ OF ____ 15/17K GRIPES WERE CORRODED/INOP/MISSING/REQUIRED LUBRICATION MAINTENANCE
- ____ OF ____ 35K GRIPES WERE CORRODED/INOP/MISSING/REQUIRED LUBRICATION MAINTENANCE
- ____ OF ____ 70K GRIPES WERE CORRODED/INOP/MISSING/REQUIRED LUBRICATION MAINTENANCE
- ____ OF ____ LCAC GRIPES WERE CORRODED/INOP/MISSING/REQUIRED LUBRICATION MAINTENANCE

LEADSMAN PLATFORMS

GSO 611G

MIP 6611 series

- LIFE RAIL STANCHIONS WERE NOT 38" HIGH/MISSING
- PLATFORM DECK ATTACHMENT BRACKETS WERE BENT/DAMAGED/CRACKED
- PLATFORM SECURING FASTENERS WERE INCORRECT TYPE/SIZE
- PLATFORM BRACES MISSING/DAMAGED
- ALUMINUM GRATING NOT SECURED/DAMAGED
- OUTBOARD LIFELINES WERE NOT 1/2" CRES WIRE (PLASTIC COATED, POURED SKTS)
- HARDWARE NOT MADE OF CRES MATERIAL

LIFELINES/LIFE RAILS

GSO 612

MIP 6121 series

- LIFELINE/LIFE RAIL STANCHIONS WERE CORRODED/BROKEN/MISSING SUPPORT BRACES (LOCATION)
- LIFELINE SOCKETS/J-HOOKS/STAPLES WERE CORRODED/BENT/MISSING (LOCATION)
- LIFELINES WERE MISSING/NOT PROPERLY ADJUSTED (LOCATION)
- LIFELINES OR LIFE RAILS WERE NOT 42 INCHES HIGH (LOCATION)
- TURNBUCKLES WERE MISSING LOCKING NUTS (LOCATION)
- CRES LIFELINES WERE NOT INSTALLED IN AREAS SUBJECT TO MISSILE BLAST (LOCATION)
- CHAFING SLEEVES WERE NOT INSTALLED WHERE CRES OR PHOSPEROUS BRONZE LIFELINE PASSED THROUGH J-HOOKS (LOCATION)
- SYNTHETIC LIFELINES WERE NOT 5/8" MINIMUM (LOCATION)
- SYNTHETIC LIFELINE SAG EXCEEDED 3/4" PER FT OF SPAN (LOCATION)
- SYNTHETIC OR CHAIN LIFELINE EXCEEDED 72" (LOCATION)
- SYNTHETIC LIFELINE WAS MISSING 5/16" SHACKLE (SEIZED) AND WITCHARD STAINLESS STEEL SNAP HOOK (LOCATION)
- UNGUARDED OPENINGS WERE GREATER THAN 5 INCHES BETWEEN SHIP'S STRUCTURE AND LIFELINE/LIFE RAILS (LOCATION)
- J-HOOKS WERE IMPROPERLY POSITIONED ON THE LIFELINE STANCHIONS (LOCATION)
- KEVLAR LIFELINES WERE CRACKED AND CHAFED (LOCATION)

- GLASS REINFORCED PLASTIC (GRP) LIFELINES WERE CRACKED/BENT/CHAFED (LOCATION)
- LIFELINES HAD PAINT OVER SPRAY/SPATTERED (LOCATION)

LIFELINES HEAVY WEATHER

GSO 612

- HEAVY WEATHER LIFELINES WERE NOT 78" HIGH WITH 2" DIA PIPE STANCHIONS
- HEAVY WEATHER LIFELINES WERE NOT 5/8" DIAMETER
- HEAVY WEATHER LIFELINES WERE MISSING
- HEAVY WEATHER LIFELINE STANCHIONS DID NOT PROPERLY SECURE INTO DECK SOCKETS
- THERE WAS NO PERMANENT STOWAGE FOR HEAVY WEATHER LIFELINES AND STANCHIONS
- HEAVY WEATHER LIFELINE TURNBUCKLE LOCKING NUTS WERE MISSING
- HEAVY WEATHER LIFELINE STOWAGE BRACKETS WERE DAMAGED/ILL-FITTING

LIFE PRESERVERS

INHERENTLY BUOYANT (KAPOK/STERNS)

NSTM 077

GSO 671

MIP 5832 series

- CHEMLIGHTS/PERSONNEL MAKER LIGHT WAS MISSING/EXPIRED
- REFLECTIVE TAPE WAS MISSING
- COVER/STRAPS WERE TORN/SOILED/PAINTED
- KAPOK INSERTS WERE TORN
- ____ OF ____ OF FULL ALLOWANCE (AEL) WAS MISSING
- ____ OF ____ WERE NOT MAINTAINED/EQUIPPED IAW PMS
- ____ OF ____ WHISTLES WERE MISSING
- ____ OF ____ DISTRESS MARKER LIGHTS WERE INOP/MISSING BATTERY EXPIRATION DATES

MK-1

- CHEMLIGHTS/PERSONNEL MAKER LIGHT WAS MISSING/EXPIRED
- COVER/STRAPS WERE TORN/SOILED/PAINTED
- ____ OF ____ OF FULL ALLOWANCE (AEL) WAS MISSING
- ____ OF ____ WERE NOT MAINTAINED/EQUIPPED IAW PMS
- ____ OF ____ WHISTLES WERE MISSING
- ____ OF ____ DISTRESS MARKER LIGHTS WERE INOP/MISSING BATTERY SERVICE LIFE EXPIRATION DATES

- ____ OF ____ HAD WRONG TYPE SHEER WIRE INSTALLED ON ACTUATOR
- ____ OF ____ HAD RECALLED DEFECTIVE CO2 CARTRIDGES INSTALLED
- ____ OF ____ DYE MARKERS WERE MISSING
- ____ OF ____ WERE MISSING ANTI-SABOTAGE COMPOUND IN ACTUATOR
- ____ OF ____ ORAL INFLATION TUBES WERE NOT LOCKED CLOSED
- ____ OF ____ FAILED TO INFLATE

ABANDON SHIP LIFE PRESERVERS (LPP1)

- ____ OF ____ CHEMLIGHTS/PERSONNEL MAKER LIGHTS WERE MISSING/EXPIRED
- ____ OF ____ OF FULL ALLOWANCE (AEL) WAS MISSING (105% OF SMD/SLCP)
- ____ OF ____ WERE NOT MAINTAINED/EQUIPPED IAW PMS
- ____ OF ____ WHISTLES WERE MISSING
- ____ OF ____ DISTRESS MARKER LIGHTS WERE INOP/MISSING BATTERY EXPIRATION DATES
- ____ OF ____ WERE MISSING COPPER SHEAR WIRE ON ACTUATOR
- ____ OF ____ CO2 CYLINDERS WERE EXPENDED/MISSING
- ____ OF ____ HAD MISSING BUDDY CORDS/WERE RIGGED INCORRECTLY

- ____ OF ____ WERE MISSING REFLECTIVE TAPE
- ____ OF ____ WERE MISSING ANTI-SABOTAGE COMPOUND IN ACTUATOR
- ____ OF ____ ORAL INFLATION TUBES WERE NOT LOCKED CLOSED
- ____ OF ____ FAILED TO INFLATE

LIFE RAFTS (MK 6, 7, 8)

NSTM 583

GSO 583

PMS 5832/004 SERIES

- LIFE RAFT SEAMS WERE NOT STOWED PARALLEL TO SHIPS BASELINE
- SEA PAINTERS WERE NOT CONNECTED TO SHIP'S STRUCTURE.
- SEA PAINTER TAIL BOWLINE NOT 1 1/2"- 2" LONG
- HYDROSTATIC RELEASE PLUNGERS WERE NOT FACING AWAY FROM TRAFFIC
- STOWAGE SECURING HARNESS NOT PLASTIC COATED 1/4" CRES WIRE
- STOWAGE SECURING HARNESS PLASTIC COATING CRACKED/DETERIORATED/PAINTED
- STOWAGE BRACKET HINGE PINS WERE CORRODED/BROKEN/DETERIORATED
- LIFE RAFT RUBBER/METAL BANDS INTACT
- HYDROSTATIC RELEASES SECURED WITH 5 TURNS OF 1/4 " DOUBLE BRAIDED NYLON LINE
- LIFE RAFT STOWAGE CRADLE RUBBER PADS MISSING/NOT PROPERLY BONDED
- LIFE RAFT STOWAGE CRADLE HINGE PINS CORRODED/BROKEN/DETERIORATED
- LIFE RAFT STOWAGE CRADLES CORRODED
- LIFE RAFTS LASHED IN CRADLES BY-PASSING THE HYDROSTATIC RELEASES
- HYDROSTATIC RELEASES WERE SEIZED/PAINTED/CORRODED
- DIAPHRAGM TYPE HYDROSTATIC RELEASES WERE OUT OF PRESSURE TEST PERIODICITY
- LAUNCHING INSTRUCTIONS NOT POSTED
- CAN TYPE HYDROSTATIC RELEASE DEVICES WERE NOT INSTALLED CORRECTLY (OPEN END AFT, HAIR PIN FACING FORWARD
- CAN TYPE HYDROSTATIC RELEASE DEVICES WERE DENTED/DIMPLED/FAILED VISUAL INSPECTION.
- CONTAINER SEAL WAS TORN AND DETERIORATED.
- BIMETALLIC CORROSION EVIDENT ON RATCHET LAUNCHING MECHANISM

LIFE SAVING EQUIPMENT

NSTM 077

OPNAVINST 5100.19D

- LIFE RINGS PUNCTURED/DETERIORATED
- LIFE RINGS MISSING REFLECTIVE TAPE
- LIFE RINGS NOT STENCILED WITH SHIP'S NAME AND HULL NUMBER
- LIFE RINGS DID NOT FIT PROPERLY IN STOWAGE BRACKETS
- LIFE RING LANYARDS WERE NOT 4' LONG 1/4" POLYPROPYLENE LINE
- LIFE RING BRACKETS MISSING/BROKEN.
- DISTRESS MARKER LIGHTS (DML) INOP/MISSING.
- DISTRESS MARKER LIGHTS MISSING ALKALINE BATTERIES IAW PMS
- DISTRESS MARKER LIGHTS MOUNTING BRACKET MISSING/BROKEN
- DISTRESS MARKER LIGHTS MISSING 2 INCH BAND OF REFLECTIVE TAPE
- DISTRESS MARKER LIGHTS HAD WATER IN THE GLOBES
- A LIFE RING WITH LINE ATTACHED SUFFICIENT TO REACH THE WATERS EDGE WAS NOT LOCATED ON THE QUARTERDECK.
- MAN OVERBOARD POLES (2) MISSING/BROKEN/DETERIORATED

MONORAIL

NSTM 584

GSO 584
PMS 6645 SERIES
WET WELL MANUAL
SEA OPS VOL III

- CAR OVERTRAVEL LIMIT SWITCHES WERE INOP/IMPROPERLY ADJUSTED.
- MONORAIL HOIST LIMIT SWITCH INOP/IMPROPERLY ADJUSTED.
- DRIVE WHEELS SEIZED/DAMAGED/MISSING
- EMERGENCY RUN/STOP SWITCH INOP/NOT INSTALLED.
- HOIST WIRE WORN/REQUIRED PRESERVATION
- HORN WAS INOP.
- CAB LIGHTS INOP.
- MONORAIL CAR REQUIRED PRESERVATION
- MONORAIL TRACK RAIL DETERIORATED/BENT/CORRODED
- TRAVEL BRAKES WERE INOP/OUT OF ADJUSTMENT
- OPERATOR CONTROLS NOT LABELED
- CAR ACCESS LADDERS/PLATFORMS MISSING/DAMAGED
- OPR/SAFETY INSTRUCTIONS NOT POSTED
- TEST DATA/LABEL PLATES MISSING
- SEAT BELTS/BUCKLES MISSING/DETERIORATED

MOORING FITTINGS

NSTM 582
GSO 582

5821 SERIES PMS

- CHOCKS/BITTS WERE BURRED/ROUGH.
- ROLLER CHOCK LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED.
- CHOCK COVERS WERE MISSING/DAMAGED.
- BITT/CHOCK FOUNDATIONS WERE CORRODED/CRACKED
- ROLLER CHOCKS WERE SEIZED
- SWIVEL FAIRLEAD SHEAVES WERE SEIZED
- SWIVEL FAIRLEAD LOCK PINS WERE MISSING/DAMAGED/ILL-FITTING
- SWIVEL FAIRLEAD LUBRICATION CHART NOT POSTED
- RETRACTABLE BITTS INOP/FROZEN/REQUIRED MAINTENANCE.
- RETRACTABLE CHOCKS INOP/FROZEN/REQUIRED MAINTENANCE.
- PADEYES FOR STOPPERS WERE BENT/CORRODED/MISSING
-

MOORING LINES

NSTM 613

5821 SERIES PMS

- **MOORING LINES WERE WEATHERED/FRAYED/WORN/CHAFFED/KINKED.**
- EYE SPLICE WAS IMPROPERLY CONSTRUCTED.
- TATTLETALE LINES MISSING/PARTED/INCORRECTLY INSTALLED (REQUIRED ON SPECTRA/NYLON)
-

MOORING LINE REELS

PMS 5821/016 SERIES

- LUBRICATION FITTINGS MISSING/PAINTED/CORRODED
- **SECURING DEVICES MISSING/SEIZED/BENT.**
- REELS DAMAGED/BENT/CORRODED.
- REELS WERE INSTALLED BACKWARDS (SECURING PIN DID NOT MATE WITH HOLE).
- **EXTERIOR LINE REELS WERE MISSING COVERS.**

MOORING WINCH

NSTM 582

TECH MANUALS (MOORING WINCH SPECIFIC)

- LUBRICATION CHART WAS NOT POSTED
- OPERATING/SAFETY INSTRUCTIONS WERE NOT POSTED
- LUBRICATION FITTINGS WERE MISSING/CORRODED/PAINTED
- PROTECTIVE HERCULITE COVER WAS MISSING/DETERIORATED
- WINCH REQUIRED PRESERVATION AND PAINTING
- BRAKE HANDLE WAS NOT LABELED ON/OFF
- CLUTCH HANDLE WAS NOT LABELED ENGAGED/DISENGAGED
- WINCH WIRE ROPE REQUIRED CLEANING/WAS DAMAGED
- OPERATOR'S CONTROL STATION INDICATOR LIGHTS WERE INOP
- WINCH TENSION SETTINGS WERE IMPROPERLY SET
- LEVEL WIND SPOOLONG DEVICE WAS INOP
- GAGE SIGHT GLASSES WERE PAINTED/DAMAGED
- PRESSURE GAGES WERE INOP/MISSING
- PRESSURE GAGE CALIBRATION STICKERS WERE UNREADABLE
- OPERATOR'S STATION CONTROL HANDLES DID NOT SPRING RETURN TO NEUTRAL POSITION
- BRAKE BAND ASSEMBLY WAS INOP/CORRODED

PILOT'S LADDER

GSO 622

NAVSHIPS 804-5000900

PMS 6231 SERIES

- HANDRAIL SECURING FASTENERS WERE THE WRONG SIZE/MISSING
- RUNGS WERE DAMAGED
- SPREADER BARS WERE DAMAGED
- GRAB RODS/HANDRAILS WERE MISSING/DAMAGED
- LADDER WAS NOT RIGGED IAW NAVSHIPS DWG 804-5000900
- SHACKLES WERE NOT IAW NAVSHIPS DWG 804-5000900
- DECK MOUNTED ATTACHMENT POINTS WERE DAMAGED/CORRODED/MISSING.
- LIGHTING WAS NOT INSTALLED.
- LADDER WAS DETERIORATED.

PORTABLE DAVITS

GSO 611

MIP H-234/002

- DAVIT BEARING RING WAS MISSING/DAMAGED/NOT LUBRICATED.
- DAVITS WERE SEIZED IN THE SOCKETS.
- DAVIT SOCKETS WERE MISSING DRAIN HOLES.
- SOCKET COVERS WERE MISSING/SEIZED.
- SOCKETS HAD DEBRIS/WATER IN THE BOTTOM.
- DAVIT WAS CORRODED.
- WEIGHT TEST DATA PLATES (IAW NAVSHIPS DWG 805-1645271) WERE MISSING/PAINTED.

PRESERVATION

GSO 631

NSTM 631/633

- THE FOLLOWING AREAS OF THE SHIP HAD CORROSION WITH METAL DETERIORATION/REQUIRED PRESERVATION/PAINTING :

PUNT

NSTM 583

- PUNT WAS HOLED

- PUNT WAS MISSING
- PUNT WAS DENTED
- NO PERMANENT STOWAGE WAS PROVIDED FOR PUNT
- LOAD CAPACITY PLATE WAS NOT POSTED

RESCUE SWIMMER EQUIPMENT

NWP 3-50.1

NAVAIR 13.1.6.1-2

PMS SERIES 5832/003

- ____ OF ____ WAS DAMAGED/INOP/MISSING
- _____ WAS MISSING WEIGHT TEST DOCUMENTATION
- _____ WAS DAMAGED/INOP/MISSING
- LPU 28 A/P WAS MISSING/NOT MAINTAINED IAW NAVAIR 13.1.6.1-2

DESCRIPTION

QTY

- | | | |
|---|--------|---|
| • JACKET | 2 | |
| • TROUSERS | 2 | |
| • VEST WITH SHORT SLEEVES | 2 | |
| • BOOTS | 2 | |
| • GLOVES | 2 | |
| • HOOD | 2 | |
| • MASK WITH CHEMLIGHT ATTACHMENT BAR | 2 | |
| • SNORKEL | 2 | |
| • FINS - VENTED WITH ADJUSTABLE STRAPS | 2 PAIR | |
| • SAR 1/LPU-28 WITH WHISTLE | 2 | |
| • RESCUE HARNESS WITH THE FOLLOWING ATTACHED | 2 | |
| • CHEMLIGHTS (2 - 4" & 6") | | 4 |
| • STROBE LIGHT WITH BLUE LENS | 1 | |
| • J-HOOK BLADE KNIFE | 1 | |
| • DRY SUIT | 2 | |
| • DRY SUIT LINER | 2 | |
| • SCABBARD KNIFE | 1 | |
| • KNIT WEAVE UNDERGARMENTS (DRAWERS AND UNDERSHIRT) | 4 SETS | |
| • | | |

SCUPPERS

GSO 528G

GSO 528K

- SCUPPER EXTENSION/FASTENERS WERE MISSING/DAMAGED/CORRODED

SEA LADDERS

NSTM 622

GSO 622

PMS 6231 SERIES

- STEPS/RUNGS WERE DAMAGED
- HAND RAILS WERE DAMAGED/BROKEN
- THE STRINGERS WERE DAMAGED
- LADDER WAS MISSING
- HULL MOUNTED SECURING BRACKETS/PINS WERE MISSING/DAMAGED
- TURNBUCKLE/LOCKNUTS WERE MISSING/DAMAGED

-

SEWING MACHINE

OPNAVINST 5100.19D

PMS 6628 SERIES

- SAFETY/OPERATOR'S INSTRUCTIONS WERE NOT POSTED.
- ELECTRICAL SAFETY TAG WAS MISSING/NOT CURRENT
-

SIDEPORT PLATFORM

PMS 5892 SERIES

- LUBRICATION CHART WAS NOT POSTED.
- LUBRICATION FITTINGS WERE PAINTED/MISSING/DAMAGED.
- OPERATOR'S/SAFETY INSTRUCTIONS WERE NOT POSTED.
- AUDIBLE ALARM WAS INOP/NOT INSTALLED.
- VISUAL ALARM WAS INOP/NOT INSTALLED.
- CANTILEVER ARMS WERE INOP/REQUIRED PRESERVATION AND PAINTING.
- HYDRAULIC HOSES WERE LEAKING/MISSING HYDROSTATIC PRESSURE TEST TAGS.
- HYDRAULIC PIPING WAS LEAKING/DAMAGED.
- MANUAL OPERATION HAND PUMP AND HOSES WERE MISSING/DAMAGED.
- LIMIT SWITCHES WERE INOP/MISSING.
- PISTON CYLINDERS WERE LEAKING/SCARED.
- PLATFORM NON-SKID WAS MISSING/INEFFECTIVE.
- PLATFORM VEHICLE GUARDS WERE MISSING/DAMAGED
- PLATFORM VEHICLE GUARD STOWAGE WAS NOT PROVIDED.
- PLATFORM LIFELINES AND STANCHIONS WERE MISSING/DAMAGED.
- PLATFORM LIFELINE STANCHION STOWAGE WAS NOT PROVIDED.
- OPERATOR'S STATION INDICATOR LIGHTS WERE INOP.
- SIDEPORT DOOR DOGGING MECHANISMS WERE INOP/DAMAGED.

STERN ANCHOR

NSTM 581

- WINCH MANUAL HIGH/LOW SPEED INOP
- WINCH PAWL/CLUTCH LABEL PLATES/COUPLING GUARDS WERE CORRODED/INOP
- CABLE MARKINGS WERE MISSING
- WINCH BRAKE WAS CORRODED
- OPERATOR/SAFETY INSTRUCTIONS NOT POSTED
- ANCHOR FAILED TO FREE FALL
- SPOOLING DEVICE WAS CORRODED/SEIZED/INOP
- SECURING BRACKET WAS CORRODED
- LUBRICATION CHART NOT POSTED
- ANCHOR WAS CORRODED
- MECHANICAL BRAKE ON/OFF DIRECTION WAS NOT INDICATED
- SHACKLE PINS WERE NOT SEIZED
- HOIST/LOWER DIRECTION WAS NOT INDICATED
- WIRE ROPE REQUIRED PRESERVATION

STERN DOCK

SHIP'S PRINTS

- FENDER TRACKWAY STOWAGE SYSTEM WAS DAMAGED

- FENDER TRACKWAY STOWAGE SECURING BRACKETS WERE MISSING/DAMAGED
- FENDER STOWAGE MANUAL HAND CRANK WINCH WAS DAMAGED/INOP/REQUIRED PRESERVATION AND PAINTING
- FENDER MANUAL HAND CRANK WINCH WIRE ROPE REQUIRED CLEANING/WAS DAMAGED/MISSING
- STERN DOCK STRUCTURE FRAMES REQUIRED PRESERVATION AND PAINTING
- STERN DOCK STRUCTURE FRAMES WERE DAMAGED
- DECK GRATING WAS DAMAGED/MISSING/REQUIRED PRESERVATION AND PAINTING
- LUBRICATION FITTINGS WERE MISSING/DAMAGED/CORRODED/PAINTED
- WIRE ROPE FAIRLEAD SHEAVES WERE SEIZED/DAMAGED/MISSING
- FENDER STOWAGE SECURING FASTENERS WERE DAMAGED/MISSING

TOPSIDE LIGHTING

GSO 622

NWP 4-01.4

NSTM 571

- LIGHTS HAD WATER/MOISTURE IN GLOBES
- LIGHTS BROKEN BRACKETS
- LIGHTS HAD LOOSE WIRES
- PLASTIC BRACKETS/GLOBES
- THERE WAS INSUFFICIENT LIGHTING AVAILABLE AT RAS/FAS STATION NR ____.
- THERE WAS A TOTAL OF ____ NIGHT LIGHTS INOP AT RAS/FAS STATION NR ____.
- RED LENSES INSTEAD OF AMBER LENSES WERE INSTALLED.
- HULL CONTOUR LIGHTS WERE MISSING/INOP (2 BLUE PER SIDE, 3 BLUE ON SHIPS OVER 600FT)
- BOAT DECK NIGHT LIGHTING INOP

NIGHT LIGHTING FOR ANCHOR HANDLING MISSING/INADEQUATE.

TOPSIDE LOCKERS

- RELEASE DEVICES WERE INOP/BROKEN
- ____ LOCKER DOORS WERE MISSING/DAMAGED
- LOCKERS WERE NOT STENCILED
- ____ LOCKER HINGES WERE DAMAGED/MISSING

TOWING

NSTM 582

GSO 582

MIP 5821 series

U.S. NAVY TOWING MANUAL (SL740-AA-MAN-010)

- TOWING HAWSER WAS NOT REQUIRED 600FT (550FT MIN) WITH END FITTINGS AND NATO TOWING LINK.
- WIRE ROPE TOWING HAWSER WAS NOT 150 FATHOMS (900 FEET) LONG AND MADE FROM 2-1/2 INCH 6 X 37 GALVANIZED WIRE ROPE CABLE WITH EYE SPLICES AND SOLID THIMBLES AT EACH END (AIRCRAFT CARRIERS).
- TOWING HAWSER WAS NOT IAW SHIP'S DRAWINGS.
- PELICAN HOOK/SHACKLE/CHAFFING CHAIN WAS MISSING/CORRODED
- DE-SHACKLING KIT WAS MISSING/INCOMPLETE.
- 3 LEAD LINE MESSENGERS (6 OR 9 THREAD, 600 FT) WITH SNAP HOOKS
- TOWING MESSENGER WAS NOT 300 FT 1 1/2" SYNTHETIC FIBER LINE SPLICED TO 600 FT 3" SYNTHETIC FIBER LINE (4" IF HAWSER LARGER THAN 10")
- 4 X 4 SHORING TIMBER(S) WITH 21 THREAD STOPS WERE MISSING
- 3/4" JACKSTAY PENDANT WAS MISSING/INCORRECT SIZE
- SLEDGE HAMMER WAS MISSING
- FIRE AX WAS MISSING

- TOOL KIT WAS INCOMPLETE/MISSING
- RETRIEVING LINE (AS REQUIRED) WAS MISSING
- MODIFIED CHAIN STOPPERS (2) WITH LOCKING PLATES WERE MISSING
- TOWING HAWSER END FITTINGS WERE INCORRECT TYPE (NEWCO OR BOSTON THIMBLES NOT AUTHORIZED)
- TOWING ARRANGEMENT WAS NOT RIGGED IAW PRINTS
- TOWING HAWSER WAS FRAYED/WEATHERED/HAD BROKEN STRANDS

VEHICLE RAMPS

NSTM 584

GSO 584

- VEHICLE RAMP WINCH ELECTRIC BRAKE WAS INOP
- VEHICLE RAMP WINCH LOCKING PAWL ON WINCH WAS SEIZED/INOP
- JOG FUNCTION FOR FALLS WAS INOP
- VEHICLE RAMP WINCH MANUAL BRAKE WAS INOP
- HAND CRANK LIMIT SWITCH WAS INOP
- RAMP HINGE LUBRICATION FITTINGS WERE MISSING/DAMAGED/CORRODED
- WINCH CONTROLS WERE NOT LABELED
- WIRE ROPE FALLS WERE DAMAGED/REQUIRED LUBRICATION MAINTENANCE
- LOWER STOP LIMIT SWITCH INOP
- FULLY DOGGED/UNDOGGED INDICATOR LIGHT WAS INOP
- HOIST WIRE BITTER END FITTINGS WERE TERMINATED INCORRECTLY
- REMOTE MAGNETIC BRAKE RELEASE ASSEMBLY WAS DISCONNECTED/INOP
- REMOTE MECHANICAL BRAKE RELEASE ASSEMBLY WAS DISCONNECTED/INOP.
- OVER-TRAVEL LIMIT SWITCH INOP
- RAMP GRATING WAS DAMAGED
- OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED
- AUDIBLE ALARM WAS INOP/NOT INSTALLED
- SLACK CABLE INTERLOCKS WERE INOP
- DOGGING MECHANISM WAS INOP
- RAMP DOGGING PINS WERE CORRODED/MISSING/BENT
- EMERGENCY RIGGING WAS MISSING/DAMAGED
- AUTO LOCK OPEN DEVICES WERE INOP
- LIFELINE/STANCHIONS WERE MISSING/DAMAGED
- RAMP GASKET WAS DAMAGED/PAINTED/DETERIORATED/MISSING
- WIRE ROPE SHEAVES WERE SEIZED/REQUIRED LUBRICATION

VENTILATION SCREENS

PMS 6300 SERIES

- SECURING BOLTS WERE MISSING
- VENT SCREENS WERE DAMAGED/MISSING/RUSTED.

WINCHES

NSTM 571 (UNREP)

NSTM 584 (LANDING CRAFT)

PMS A-255 SERIES

- GEAR CASE OIL WAS EMULSIFIED/ HAD PARTICULATE MATTER.
- PENETRATION STUFFING TUBES WAS NOT SEALED.
- HYDRAULIC OIL FLUID LEVEL WAS LOW.
- HYDRAULIC OIL HAD PARTICULATE MATTER.
- GAUGES WERE OUT OF CALIBRATION.
- GAGE SIGHT GLASSES WERE PAINTED/DAMAGED

- WINCH FOUNDATION AND BACK STRUCTURES HAD EVIDENCE OF FAILURE/DEFORMATION/WAS CORRODED.
- ELECTRICAL CONTROLLERS WERE NOT CLEAN/ HAD OPEN PENETRATIONS.
- WIRING SCHEMATICS WERE NOT PROVIDED/ WERE NOT INSTALLED IN THE CONTROLLER CABINET.
- HYDRAULIC OIL SYSTEM FILTERS WERE NOT CLEAN.
- AIR FLASKS WERE OUT OF CALIBRATION.
- HYDRAULIC PUMP WAS NOT ALIGNED WITH THE CONTROLS.
- WINCH CONTROL HANDLE DOES NOT CENTER TO NEUTRAL.
- LUBRICATION CHART NOT POSTED.
- OPERATING INSTRUCTIONS WERE NOT POSTED.
- SAFETY PRECAUTIONS WERE NOT POSTED.
- LUBRICATION FITTINGS WERE MISSING/ CORRODED/ PAINTED.
- WINCH REQUIRED PRESERVATION AND PAINTING.
- BRAKE HANDLE WAS NOT LABELED ON/OFF
- CLUTCH HANDLE WAS NOT LABELED ENGAGED/ DISENGAGED.
- WINCH WIRE ROPE REQUIRED CLEANING/ WAS DAMAGED.
- OPERATORS CONTROL STATION INDICATOR LIGHTS WERE INOP/ FOGGED.
- CALIBRATION STICKERS WERE UNREADABLE.
- BRAKE BAND ASSEMBLY WAS INOP/CORRODED.
- PROTECTIVE HERCULITE COVER WAS MISSING/DETERIORATED
- WINCH TENSION SETTINGS WERE IMPROPERLY SET
- LEVEL WIND SPOOLONG DEVICE WAS INOP

WINCH BOOTH

NWP 4-01.4
GSO 570/573
NSTM 571

- INSTALLED CHAIRS WERE DAMAGED.
- WINCH BOOTH WINDOWS HAD PAINT SPATTERED/SCRATCHED.
- WINCH CONTROL INDICATORS WERE MISSING.
- NIGHT LIGHTING WAS INOP.
- DECK OF THE WINCH BOOTH WAS CORRODED.

WIRE ROPE DOCUMENTATION

NSTM 589
NSTM 613

WIRE ROPE CERTIFICATION WAS NOT AVAILABLE FOR THE FOLLOWING:

UNDERWAY REPLENISHMENT

ANTI-SLACK DEVICE (ASD)

- PRESSURE ROLLERS WERE FROZEN IN ACTUATOR ARM.
- GROOVE WAS WORN TOO DEEP IN ROLLER.
- SQUEEZE SHEAVE CONNECTING PLATE HAD SIGNS OF ROLLER CONTACT.
- OIL LEVEL WAS LOW.
- GEAR MOTOR OIL WAS EMULSIFIED / HAD FREE WATER / HAD WATER STRINGS / HAD WATER POCKETS / HAD SEDIMENT.
- THE SIDE PLATES OF THE ASD DRIVE SHEAVE DID NOT GRIP THE WIRE ROPE.

- THE ASD PRESSURE ROLLERS DID NOT PRESS THE WIRE ROPE INTO THE DRIVE SHEAVE.
- THE ASD DID NOT MAINTAIN LINE TENSION IN BOTH DIRECTIONS OF OPERATION.

ASTERN REFUELING

NWP 4-01.4 PAGE 5-19 SEC 5.7.6.1 PARA 2

GSO 571

NSTM 571

- ADAPTER ELBOW WAS MISSING FROM FUEL RISER.
- A-END OF THE BREAKABLE SPOOL COUPLING WAS MISSING FROM THE ADAPTER ELBOW.
- 12-INCH SNATCH BLOCK FOR MESSENGER FAIRLEAD BLOCK WAS MISSING/INCORRECT.
- 12-INCH SNATCH BLOCK FOR INHAUL/RETAINING LINE FAIRLEAD BLOCK WAS MISSING/INCORRECT.
- 4-INCH MANILA 50 FEET LONG, THIMBLE EYE END SPLICED TO THE EYE OF A 7 TON SAFETY HOOK, INHAUL/RETAINING LINE WAS MISSING/INCORRECT.
- 3-INCH MANILA EASING OUT LINE WAS MISSING/INCORRECT.
- GRAPNEL LINE, 3 INCH MANILA 50 FEET LONG WITH TWO 1-INCH SHACKLES OR ONE 10 POUND WEIGHT WAS MISSING.
- HOGGING-IN LINE, 50-FOOT LONG 2-INCH MANILA WAS MISSING/INCORRECT.
- 2 INCH MANILA TEMPORARY LIFELINE WAS MISSING/INCORRECT.
- SOCKET WRENCH WITH 1 1/2 INCH SOCKET (FOR AIR VALVE IN CONICAL CAP ON HOSE END FITTING) WAS MISSING.
- DRIP PAN WAS MISSING.
- SLEDGE HAMMER (FOR USE ON BREAKABLE SPOOL DURING EMERGENCY BREAKAWAY) WAS MISSING.
- SIGNAL WANDS (FLASHLIGHTS WITH CONE FIXTURES) RED, GREEN, AND AMBER WERE MISSING.
- SIGNAL PADDLES WERE MISSING.
- 2 1/2 INCH JUMPER HOSE WAS MISSING (2 1/2 INCH RIGS ONLY) WAS MISSING
- FIRE AX MISSING (2 1/2 INCH RIGS ONLY) WAS MISSING
- TWO GRAPPLING HOOKS WERE MISSING. (2 1/2 INCH RIGS ONLY)
- SLEDGE HAMMER (2 1/2 INCH RIGS ONLY) WAS MISSING
- 10 FT SECURING PENDANT WITH PELICAN HOOK (2 1/2 INCH RIGS ONLY) WAS MISSING

CARGO RAS (DELIVERY)

NWP 4-01.4

MIP A-124/015

MIP A-124/016

- WIRE ROPE WAS DAMAGED/REQUIRED PMS
- STAR LATCH ASSEMBLY WAS MISSING/REQUIRED MAINTENANCE
- BACKSTAY PENDANT WAS MISSING/REQUIRED MAINTENANCE
- STAR PROBE WAS MISSING/REQUIRED MAINTENANCE
- SNATCH BLOCK SHEAVES WERE SEIZED
- STAR MESSENGER WAS NOT IAW NWP-4
- CLEATS/PAD EYES WERE ELONGATED/CRACKED
- SHEAR PIN (50K) WAS DAMAGED/WRONG TYPE
- SHACKLES WERE INCORRECT SIZE/DAMAGED/UNAUTHORIZED CHINA MADE
- TEST DATA PLATES WERE NOT POSTED
- SURF BLOCK SHEAVES WERE SEIZED
- OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED
- CARGO BLOCKS WERE MISSING/REQUIRED MAINTENANCE
- GULL WING WAS MISSING/REQUIRED MAINTENANCE
- 5/8 INCH WIRE PREVENTERS WERE MISSING/REQUIRED MAINTENANCE
- CARGO DROP REEL WAS INOP/MISSING/REQUIRED MAINTENANCE
- 6 MAN PERSONNEL TRANSFER CHAIR WAS MISSING

- CARGO HOOK WAS MISSING
- STATION MARKERS WERE NOT PROVIDED TO INDICATE PRODUCT TO BE TRANSFERRED AT THE STATION
- PELICAN HOOKS WERE MISSING/REQUIRED MAINTENANCE

FUEL DELIVERY

NWP 4

NSTM 571

GSO 571

MIP A-124/015

MIP A-124/016

- PROBE HAD BROKEN LATCHES/CAMS
- FLOW-THROUGH SADDLES WERE DAMAGED/MISSING/REQUIRED MAINTENANCE
- PROBE STOWAGE BRACKETS WERE NOT PROVIDED
- PROBE TROLLEY CARRIAGE SHEAVES WERE SEIZED
- PROBE RE-LATCHING TOOL WAS MISSING/INOP
- FUEL RISER WAS SEVERELY CORRODED
- PROBE RETRACTOR TOOL WAS MISSING
- RISER GAUGES WERE NOT CALIBRATED/MISSING
- FUEL HOSES WERE DETERIORATED/NOT HYDRO TESTED/NOT STENCILED WITH HYDRO TEST DATE AND PRESSURE
- FUEL HOSE STRESS WIRES WERE MISSING/INCORRECT LENGTH
- DAY/NIGHT STATION MARKERS WERE MISSING
- SPAN WIRE WEAK LINKS WERE MISSING
- YO-YO BLOCK WAS NOT RIGGED/RIGGED INCORRECTLY
- UPPER/LOWER CARRIAGE SHEAVES WERE INCORRECTLY INSTALLED
- MESSENGER BECKETS WERE WORN/MISSING
- FUEL HOSE LENGTHS WERE INSUFFICIENT
- STATION WAS NOT RIGGED IAW NWP 4
- SADDLE WHIPS WERE WORN/REQUIRED LUBRICATION
- CARRIAGE ASSEMBLY WAS CRACKED/DAMAGED
- SADDLE TROLLEY SECURING PINS WERE MISSING
- TROLLEY WIRE PENDANTS MISSING/DAMAGED
- THERE WAS BIMETALLIC CORROSION ON DOUBLE PROBE CARRIAGE ASSEMBLY.
- MANILA LINES EXCEEDED FIVE YEAR SERVICE LIFE.
- ATTACHMENT POINTS WERE NOT PAINTED WHITE.

FUEL RECEIVING

MIP A-124/015

MIP A-124/016

MIP A-124/017

- PROBE RECEIVER "O" RING DAMAGED
- SWIVEL JOINT WAS SEIZED/MISSING LUBRICATION FITTING
- RIDING LINE CLEATS (20 INCH 3 HORN) WERE DAMAGED/REQUIRED PRESERVATION
- RIDING LINE (S) WERE MISSING (4 INCH MANILA)
- RIDING LINE WAS MISSING 3 1/4 INCH PEAR SHAPED LINK
- RIDING LINE TWO-FOLD WAS MISSING (2 1/2 INCH MANILA)
- ___ OF 2 THRUST BEARINGS WASHERS WERE MISSING FROM SWIVEL JOINT ASSEMBLY
- PELICAN HOOK WAS SEIZED/REQUIRED PRESERVATION/MISSING COTTER PIN
- EASING OUT LINE WAS MISSING

- INDICATOR FLAG SPRINGS WERE INOPERATIVE/WEAK/MISSING
- DRIP PAN WAS MISSING
- FUEL PRESSURE GAUGES WERE NOT INSTALLED/CALIBRATED
- FUEL RISER WAS DETERIORATED/REQUIRED PRESERVATION
- 10 INCH FAIRLEAD BLOCKS WERE NOT RIGGED/MISSING
- FLEX HOSE WAS DETERIORATED/MISSING TEST DATE
- CHAFING RAIL WAS MISSING
- DAY/NIGHT STATION MARKERS WERE INOP/MISSING
- NOT RIGGED IAW NWP 4
- CONVENTIONAL LINKS WERE MISSING
- INSUFFICIENT PAD EYES/CLEATS WERE INSTALLED
- SCREW PIN SHACKLES WERE NOT SEIZED
- PAD EYES WERE ELONGATED/DAMAGED
- MESSENGER FAIRLEAD BLOCK (SHEAVE) WAS SEIZED
- SWIVEL ARM ASSEMBLY HAD INCORRECT FASTENERS INSTALLED/REQUIRED PRESERVATION
- RELEASE PLUNGER PIP PIN WAS MISSING/SEIZED.
- LUBRICATION FITTINGS WERE PAINTED OVER/CORRODED/MISSING.
- 10 INCH SNATCH BLOCKS WERE MISSING/HAD SEIZED SHEAVES.
- FAIRLEADS LEAD AFT VICE FORWARD OF ATTACHMENTS.
- MANILA LINES EXCEEDED FIVE YEAR SERVICE LIFE.
- ATTACHMENT POINTS WERE NOT PAINTED WHITE.
- ROBB FITTING WRENCH WAS MISSING
- ROBB FITTING WAS MISSING/REQUIRED LUBRICATION MAINTENANCE
- NATO BREAKABLE SPOOL WAS MISSING

BRIDGE TO BRIDGE/STATION TO STATION PHONE LINES

NWP 4

- BRIDGE-TO-BRIDGE PHONE LINE WAS NOT MINIMUM OF 350 FEET OF 1 1/2 INCH CIRCUMFERENCE THREE STRAND POLYPROPYLENE LINE.
- PRIMARY/SECONDARY PHONE CIRCUITS WERE NOT LABELED
- 6-FOOT TAIL LINE OF 3/4 INCH NYLON AT BOTH ENDS WAS MISSING/IMPROPERLY RIGGED.
- RING ATTACHED AT 350 FOOT END WAS MISSING
- MESSENGER WAS NOT 200 FEET OF 3/4 INCH NYLON OR 6 THREAD SPLICED TO THE ZERO END WITH A RING ATTACHED AT THE BITTER END
- LEAD LINE MESSENGER, 200 FEET OF 3/4-INCH NYLON WITH STEEL SNAP HOOK AT EACH END WAS MISSING
- COLOR CODING FOR MARKERS WAS FADED/NOT IAW NWP 4.
- PHONE LINE WAS INOP/ DETERIORATED
- PHONE LINE WAS MISSING CHEM-LIGHT POUCHES

RAM TENSIONING DEVICE

NWP 4 PARA 6.6.1 FIG 6-3

NSTM 571

MIP A-267/017

- OPERATING INSTRUCTIONS WERE NOT POSTED
- LUBRICATION FITTINGS WERE PAINTED.
- UPPER / LOWER SHEAVES HAD EXCESS GREASE BUILD UP / WERE CRACKED / WERE CHIPPED / HAD FLAT SPOTS.
- UPPER SHEAVES WERE INCORRECT SIZE/NOT ALIGNED)
- LOWER SHEAVES WERE INCORRECT SIZE/NOT ALIGNED)
- THE WIRE ROPE SHEAVES WERE NOT ROTATING
- HIGHLINE WIRE WAS WORN/REQUIRED PMS
- HP AIR SYSTEM GAUGES WERE DAMAGED/MISSING

- WARNING SIGNS FOR FRYQUEL WERE NOT POSTED
- THE ACCUMULATOR PISTON SEALS WERE LEAKING./REQUIRED PRESERVATION
- THE RAM TENSIONER WAS LEAKING HYDRAULIC FLUID.
- GAUGES WERE MISSING/BROKEN/NOT CALIBRATED
- RAM PISTON WAS CORRODED
- RELIEF VALVES WERE NOT CALIBRATED (SET AT 2500 PSI)
- RELIEF VALVE HAD LEAKS.
- AIR RELIEF VALVES WERE NOT TAGGED WITH LIFTING PRESSURES.
- RAM CYLINDER REQUIRED PRESERVATION
- AIR FLASK REQUIRED PRESERVATION (4 PER BANK)
- THE DRAIN VALVES WERE CONTAMINATED.
- THE RAM TENSIONER INDICATORS / GAUGES WERE NOT FUNCTIONING PROPERLY.

RAS/FAS TOOLS

NWP 4 FIG 2-14

GSO 571

- RAS/FAS STATION TOOL BOXES WERE INCOMPLETE.
- THERE WAS AN INADEQUATE NUMBER OF TOOL BOXES FOR THE MAXIMUM NUMBER OF RAS/FAS STATIONS.
- SHACKLES WERE MISSING RAISED LETTERS (MADE IN CHINA SHACKLES ARE NOT AUTHORIZED) RAS/FAS STATION TOOL BOXES WERE INCOMPLETE.
- SHACKLE MANUFACTURER WAS NOT INDICATED ON SHACKLE
- LOCKING WIRE WAS USED INSTEAD OF SEIZING WIRE.

SLIDING BLOCK /TRANSFER HEAD

NWP 4

NSTM 571

GSO 571

MIP A-268/046

- UPPER/LOWER LIMIT SWITCHES WERE INOP/MISSING
- SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED
- LUBRICATION CHART WAS NOT POSTED
- LONG LINK WAS DAMAGED
- LUBRICATION FITTINGS WERE MISSING/CORRODED/PAINTED
- MOTOR GUARD WAS MISSING SECURING BOLTS
- SAFETY CLIMBERS RAIL WAS MISSING/DAMAGED
- WEIGHT TEST LABEL PLATES WERE MISSING
- SLIDING BLOCK DRIVE WAS INOP/REQUIRED LUBRICATION MAINTENANCE
- TRANSFER HEAD TRAVEL SAFETY MARKS WERE MISSING/FADED
- TRACKWAY ASSEMBLY WAS CORRODED
- DRIVE CHAINS REQUIRED LUBRICATION
- UPPER/LOWER SHEAVES WERE SEIZED/REQUIRED LUBRICATION MAINTENANCE
- TROLLEY STOWAGE ARMS WERE MISSING/DAMAGED/CORRODED
- ATTACHMENT POINTS WERE NOT PAINTED WHITE
- TRANSFER HEAD BRAKE MECHANISM WAS SEIZED
- RIGGING DIAGRAM WAS NOT POSTED

SLIDING PADEYES/RETRACTABLE KINGPOST

NWP 4

NSTM 571

GSO 571

MIP 5713/002

- UPPER/LOWER LIMIT SWITCHES WERE INOP/MISSING
- SAFETY/OPERATING INSTRUCTIONS WERE NOT POSTED
- OVERHEAD STOWAGE LIMIT SWITCHES WERE INOP/MISSING
- LUBRICATION CHART WAS NOT POSTED
- HAND HELD REMOTE CONTROLLER WAS INOP/HAD FRAYED/DAMAGED ELECTRIC WIRES/INDICATOR LIGHTS INOP
- BULKHEAD CONTROLLER WAS INOP/DETERIORATED ELECTRIC WIRES/INDICATOR LIGHTS INOP
- LONG LINK WAS DAMAGED/NOT PAINTED WHITE
- LUBRICATION FITTINGS WERE MISSING/CORRODED/PAINTED
- MOTOR GUARD WAS MISSING FASTENERS/SEVERELY CORRODED
- BALL SCREW DRIVE WAS BENT/REQUIRED LUBRICATION MAINTENANCE
- EMERGENCY PNEUMATIC SCREW DRIVE WAS INOP/MISSING
- HAND CRANK WAS MISSING/STOWAGE NOT PROVIDED
- EMERGENCY SCREW DRIVE ASSEMBLY WAS SEVERELY CORRODED AND SEIZED.
- ELECTRIC DISC BRAKE RELEASE LEVER ASSEMBLY WAS SEVERELY CORRODED AND SEIZED.
- CLIMBER SAFETY RAIL WAS MISSING/DAMAGED/CORRODED/MISSING STOP PIN
- WEIGHT TEST LABEL PLATES WERE MISSING/PAINTED
- BACKSTAYS WERE MISSING/NOT INSTALLED
- KINGPOST REQUIRED PRESERVATION
- KINGPOST LOCKING PAWLS WERE INOP
- KINGPOST UNREP LIGHTING WAS MISSING/INOP/DAMAGED
- RIGGING DIAGRAM WAS NOT POSTED
- DAY STATION MARKER WAS NOT PAINTED ON SHIP'S SUPERSTRUCTURE TO INDICATE PRODUCT TO BE TRANSFERRED AT THE STATION

STATION MARKER LIGHT BOX

NWP4-01.4

PMS 5714 SERIES

- SHIELDED 25 WATT BULBS WERE MISSING/INOP
- _ OF 9 DOORS WERE MISSING/DAMAGED.

SYNTHETIC PERSONNEL HIGHLINE

NWP 4 CHAPTER 9

- SYNTHETIC HIGHLINE/INHAUL/OUTHAUL WAS TOO SHORT
- INHAUL/OUTHAUL AND MESSENGER WAS NOT MADE UP IAW NWP 4
- TROLLEY BLOCK WITH JAW SWIVEL (1/2 INCH) WAS MISSING/REQUIRED LUBRICATION MAINTENANCE
- TROLLEY FLOATATION WAS MISSING
- TRANSFER CHAIR WAS BROKEN/MISSING UPPER SUPPORT FRAMES/QUICK RELEASE BELT WAS MISSING/SEIZED
- TRANSFER CHAIR TAG LINES WERE MISSING/NOT 2 1/4 INCH NYLON 6 FT LONG
- STOKES LITTER WITH FLOATATION GEAR, 4 FLAT IRON SHACKLES (NON ALUMINUM) WAS MISSING/DAMAGED
- TAG LINES FOR LITTER (2 EACH, 12 FEET IN LENGTH), 2 1/4 INCH NYLON WERE MISSING
- UNREP SAFETY PRECAUTIONS WERE NOT POSTED.
- NIGHT/DAY STATION MARKER WAS NOT RIGGED.
- HIGHLINE/INHAUL/OUTHAUL WAS FRAYED AND DETERIORATED.
- PELICAN HOOK INSTEAD OF 1 INCH OR LARGER SAFETY SHACKLE WAS USED ON BACK STAY PENDANT FOR PERSONNEL HIGHLINE
- SAFETY ANCHOR SHACKLES WERE NOT INSTALLED ON THE STOKES LITTER, TRANSFER AT SEA CHAIR, AND THE LINK AND JAW SWIVEL
- TROLLEY BLOCK SHEAVES WERE SEIZED.
- FAIRLEAD SWIVELS ON THE KINGPOST WERE WORN

WELL DECK

CNSL INST 3340.3C/WET WELL MANUAL

NSTM 583

GSO 583

FXP-5 REV B, AMW 34, 36, 37, 38

- DECK PLANKING WAS GOUGED/SPLINTERED/MISSING
- ILLUMINATION WAS INOP/INADEQUATE/BACKETS CORRODED
-
- ___ OF ___ WHITE STANDING LIGHTS WERE INOP
- ___ OF ___ AMBER STANDING LIGHTS WERE INOP
- ___ OF ___ WHITE FLOODLIGHTS WERE INOP
- ___ OF ___ AMBER FLOODLIGHTS WERE INOP
- BATTER BOARDS WERE GOUGED/SPLINTERED/MISSING
- ENGINE ORDER LIGHTS WERE INOP/NOT INSTALLED
- TRAFFIC LIGHTS WERE INOP/NOT INSTALLED
- WELL DECK VENTILATION SYSTEM WAS NOT OPERATIONAL AND TELL TAILS WERE NOT ATTACHED
- 8 INCH T-BITTS, COLOR CODED/CORRODED
- LADDERS/LIFE RAILS/CATWALKS CORRODED/DAMAGED/MISSING
- LCAC LINE-UP LIGHTS WERE MISSING/INOP
- LCAC LINE-UP LINES WERE MISSING/FADED
- INOGON ALIGNMENT LIGHT WAS INOP
- LCAC LANDING BLOCK MARKINGS WERE FADED/MISSING
- BATTER BOARD DRAFT MARKINGS WERE MISSING/FADED/NOT PAINTED YELLOW
- EMERGENCY VEHICLE RECOVERY EQUIPMENT WAS MISSING
- WELL DECK OVERHEAD REQUIRED PRESERVATION/PAINTING
- WELL DECK DRAINAGE COVERS WERE NOT PRESERVED/FASTENED
- WELL DECK CLOVERLEAF TIEDOWNS WERE NOT PRESERVED/STRUCTURALLY SOUND

AAV/LANDING CRAFT OPERATIONS

- 18" X 18" RED FLAG WAS WRONG SIZE/MISSING
- 18" X 18" GREEN FLAG WAS WRONG SIZE/MISSING
- 3' X 3' GREEN FLAG WAS WRONG SIZE/MISSING
- SIZE 6 SPEED PENNANT WAS WRONG SIZE/MISSING
- COLORED WANDS (2 RED AND 2 GREEN) WERE INOP/MISSING
- AMBER WANDS (9 SETS) WERE INOP/MISSING
- HEAVING LINES 100' W/SNAP HOOKS (2) WERE WRONG SIZE/MISSING
- MEGAPHONE WAS INOP/MISSING
- SOUND POWERED PHONES (2 SETS) WERE INOP/MISSING
- WHITE AAV DEBARKATION STRIPES WERE MISSING/FADED. A VERTICAL 12" STRIPE PAINTED ON EACH SIDE OF THE WING WALL, ONE AAV LENGTH FORWARD OF THE SILL, EXTENDING FROM TOP TO THE DECK
- ___ OF 20 POSITIONING LINES WERE MISSING/FRAYED/DETERIORATED/WRONG SIZE. 4 INCH DOUBLE BRAIDED NYLON WITH AN 18" EYE IN ONE END
- ___ OF 4 POSITIONING LINES WERE MISSING/FRAYED/DETERIORATED/WRONG SIZE. 5 INCH DOUBLE BRAIDED NYLON WITH AN 18" EYE IN ONE END

STERN GATE MARRIAGE

- ___ OF 4 STERN GATE MARRIAGE POSITIONING LINES WERE MISSING/FRAYED/DETERIORATED/WRONG SIZE. 5 INCH DOUBLE BRAIDED NYLON 100' WITH 15 FATHOMS OF 21 THREAD MESSENGER ON EACH LINE.
- ___ OF 2 HEAVING LINES WITH SNAP HOOK AND RING (TO FORM A 12" EYE) WERE MISSING/DETERIORATED
- ___ OF 8 SCREW PIN ANCHOR SHACKLES (7/8") WERE MISSING.
- ___ OF 2 TURN BUCKLES (3/4") WITH A MINIMUM 18" BARREL W/LOCKING NUTS WERE MISSING/WRONG SIZE
- ___ OF 4 BULB HOOKS WERE MISSING
- ___ OF 4 SAFETY SHACKLES (3/4") WERE MISSING/WRONG SIZE
- ___ OF 2 PEAR OR LONG LINKS (3/4") WERE MISSING/WRONG SIZE
- ___ OF 2 PELICAN HOOKS (3/4") WITH COTTER PINS WERE MISSING/WRONG SIZE
- ___ OF 2 OPEN LINK CHAINS (3/4") , 35' LONG WERE MISSING/WRONG SIZE
- ___ OF 2 GRAB HOOKS (3/4") WERE MISSING/WRONG SIZE.
- ___ OF 2 HAMMER WERE MISSING
- ___ OF 2 MARLINESPIKE (16") WERE MISSING
- ___ OF 2 PLIERS WERE MISSING

LCAC EMERGENCY RECOVERY EQUIPMENT

LHD

- RECOVERY WINCH WITH 1-1/8" WIRE AND SNATCH BLOCK INOP/REQUIRED PRESERVATION
- ___ OF FOUR 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 200' LENGTHS OF 6 OR 9 THREAD MESSENGERS MISSING/DETERIORATED/WRONG SIZE
- 4" DOUBLE BRAIDED NYLON LINE, 150 FEET, HARD EYE FORWARD AND SOFT EYE AFT MISSING/DETERIORATED/WRONG SIZE

LHA

- ___ OF TWO 750' LENGTHS OF 4 1/2" DOUBLE BRAIDED NYLON LINE WITH ONE 18" SOFT EYE PAINTED RED AND THE OTHER PAINTED GREEN MISSING/DETERIORATED/WRONG SIZE
- ___ OF SIX 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 200' LENGTHS OF 6 OR 9 THREAD MESSENGERS MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO HINGED FAIRLEAD BLOCK ASSEMBLIES MISSING//DAMAGED/REQUIRED PRESERVATION

LPD

- ___ OF TWO 600' LENGTHS OF 4 1/2" DOUBLE BRAIDED NYLON LINE WITH ONE 18" SOFT EYE PAINTED RED AND THE OTHER PAINTED GREEN MARKED WITH A 4" BLACK BAND AT 100' INTERVALS MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 200' LENGTHS OF 6 OR 9 THREAD MESSENGERS MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 12" SNATCH BLOCKS MISSING//DAMAGED/REQUIRED PRESERVATION

LSD 36 CLASS

- ___ OF TWO 600' LENGTHS OF 4" DOUBLE BRAIDED NYLON LINE WITH ONE 18" SOFT EYE PAINTED RED AND THE OTHER PAINTED GREEN MARKED WITH A 4" BLACK BAND AT 100' INTERVALS MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE
- ___ OF THREE LENGTHS OF 6 OR 9 THREAD MESSENGERS, LENGTH SUFFICIENT TO RUN FROM BOW TO STERN MISSING/DETERIORATED/WRONG SIZE
- ___ OF TWO 12" SNATCH BLOCKS MISSING//DAMAGED/REQUIRED PRESERVATION

LSD 41 CLASS

- __ OF TWO 300' LENGTHS OF 4" DOUBLE BRAIDED NYLON LINE MISSING/DETERIORATED/WRONG SIZE
- __ OF FIVE 500 FOOT LENGTHS OF 4" DOUBLE BRAIDED NYLON LINE WITH ONE 18" SOFT EYE PAINTED RED AND THE OTHER PAINTED GREEN MARKED WITH A 4" BLACK BAND AT 100' INTERVALS MISSING/DETERIORATED/WRONG SIZE
- MESSENGER LINE OF 6 OR 9 THREAD SUFFICIENT LENGTH TO PASS TO DISABLED LCAC MISSING/DETERIORATED/WRONG SIZE
- __ OF FOUR 12" SNATCH BLOCKS MISSING//DAMAGED/REQUIRED PRESERVATION
- __ OF TWO 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE

LSD 49 CLASS

- __ OF TWO 250' LENGTHS OF 4" DOUBLE BRAIDED NYLON LINE MISSING/DETERIORATED/WRONG SIZE
- __ OF FIVE 300 FOOT LENGTHS OF 4" DOUBLE BRAIDED NYLON LINE WITH ONE 18" SOFT EYE PAINTED RED AND THE OTHER PAINTED GREEN MARKED WITH A 4" BLACK BAND AT 100' INTERVALS MISSING/DETERIORATED/WRONG SIZE
- MESSENGER LINE OF 6 OR 9 THREAD SUFFICIENT LENGTH TO PASS TO DISABLED LCAC MISSING/DETERIORATED/WRONG SIZE
- __ OF FOUR 12" SNATCH BLOCKS MISSING//DAMAGED/REQUIRED PRESERVATION
- __ OF TWO 4" DOUBLE BRAIDED STANDARD CRAFT STEADYING LINES (CAN BE LCU STEADYING LINES) MISSING/DETERIORATED/WRONG SIZE